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CONTENTS

	PAGE
Editorial Notes	465
Railway Wage Claims	467
Nationalised Transport in Ireland	467
An International Approach to Transport	468
The Railway Wagon Position	469
Letters to the Editor	470
The Scrap Heap	472
Overseas Railway Affairs—South Africa—Ceylon —Canada—Italy—France—Austria	473
Results of the International Timetable Conference	474
The Nigerian Railway	476
Western Region "1500" Class Tank Engines	481
Personal	483
International Timetable & Through Carriage Con- ference	485
Irish Transport Bill	486
British Railways: The Team Spirit	487
Another Cross-Channel Steamer Launched	487
Future of Belfast & County Down Railway	487
Staff & Labour Matters	489
Questions in Parliament	489
Notes and News	490
Railway Stock Market and Table	492

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THE RAILWAY GAZETTE
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Value of the Team Spirit

EVERY man or woman who has something to contribute to the railway service should know that his or her efforts will be encouraged in every way. Only by a united effort can such a great business hope to solve its problems and serve the public best. These form the main themes of a recent appeal by Sir Eustace Missenden, Chairman of the Railway Executive, asking for a special effort to be made by all grades of British Railways staff during the coming winter. Today, this country is passing through a very difficult period, which as history has shown is bound to be reflected in railway carryings, but as Sir Eustace Missenden points out, this is nothing new, and if everyone pulls his weight while doing his job, without any thought other than to improve the railway service, the accumulated effect of such a personal effort will surprise one and all. Sir Eustace Missenden, in his message to the British Railways staff, which is given in full elsewhere in this issue, states that it is the intention of the Railway Executive and those in charge of the Regions to take the staff still closer into their confidence in the future, and to explain what their policy is, what their problems are, and how they propose to tackle them.

* * * *

The Success of the Brighton Conference

Although we have not yet reached the happy stage, stated by the Foreign Minister to be the ultimate aim of his policy, when a man can go down to Victoria and, once across the Channel, travel where he wants without let or hindrance, one by one the irksome barriers to Continental travel are being overthrown. The results of this year's International Timetable Conference, held at Brighton, which are given in detail elsewhere in this issue, are a notable step in this direction. Important accelerations of the principal expresses have been settled by the delegates and it appears likely that in two years' time, or even less, Continental services will be back to 1939 standards of speed and frequency. The official banquet on October 12, which we also report this week, epitomised the spirit of harmony and, indeed, cordiality which characterised the whole of the proceedings at Brighton. The Royal Pavilion, symbol of a more spacious age, was in itself a happy choice as the meeting place for a fortnight of two hundred men from all parts of Europe, whose work will help to restore to Continental travel at least something of its one-time spaciousness. The Netherlands Railways are to act as hosts at the next Conference, to be held in Amsterdam.

* * * *

Mr. Foxlee's Tour of East Africa

Mr. R. W. Foxlee, Engineer-in-Chief to the Crown Agents for the Colonies, and a personal assistant, Mr. P. C. Lucas, are on their way from Tilbury to Mombasa in the *Modasa* where they will arrive on October 26. The primary object of his visit is to make contacts with Colonial Administrations and discuss engineering matters and major problems of supply. He will devote particular attention to the railways, to which the professional staff of the Crown Agents act as consultants. Mr. Foxlee's tour will take him until March 3, next year, when he will return from Cape Town to Southampton, and the itinerary would have been most difficult, if not impossible, only a few years back. He will travel by train, ocean and lake steamer, and road motor, traversing the Kenya-Uganda and the Tanganyika Central railways, and the "Cape to Cairo" railway from Lusaka to Cape Town, and crossing lakes Victoria and Tanganyika. The extent of his journeyings in East Africa alone is over five thousand miles.

* * * *

U.S.A. Railway Freight Rates

The Interstate Commerce Commission recently granted the U.S.A. railways an interim increase in freight rates, largely to meet the cost of the shorter working week which came into effect for many grades of employees in September. This concession fell short of the advance proposed by the railways, but is estimated to lift the average increase in freight rates to nearly 57 per cent. above the level of June, 1946. The overall average is made up of varying percentage increases for

the community groups, into which all traffic is divided according to American custom, as shown below:—

Products of agriculture	49 per cent.
Animals and products	60 "
Products of mines... ..	45 "
Products of forests	60 "
Manufactures and miscellaneous	64 "
Less-than-wagon-load traffic	66 "

The increase in any particular rate for a commodity within one of these groups may be considerably above or below the group percentage. It is also possible that the percentages may be overestimated by the Interstate Commerce Commission, as forwardings are fluctuating violently at present and the railways may adjust many individual rates in the hope of reviving business. The level of rates in June, 1946, differed little from the 1939 position so that freight charges on the U.S.A. railways have risen above pre-war figures in much the same ratio as British Railways' charges.

Development of an Important Colonial Railway

As late as 1894, British authority in Nigeria hardly extended beyond 50 miles inland and a railway became necessary to facilitate trade and assist in the maintenance of law and order. The Nigerian Railway was commenced as a 126-mile line from Lagos to Ibadan, which was opened in March, 1901, as the Lagos Government Railway. Amalgamation of the Lagos and Baro-Kano Railway came in 1912 and the Nigerian Railway now has a route mileage of 1,903 and track mileage of 2,190, in the form of an inverted Y, superimposed on the Niger and Benue river system. The longest haul without break of train is between the port of Lagos and Kano, a distance of some 700 miles, though the railway continues farther north to N'Guru, 842 miles. The system now plays a major part in the African groundnuts scheme and the evacuation of nuts between mid-1948 and March, 1949, was maintained at some 30,000 tons a month. European supervisory staff number some 325 and the total payroll is approximately 22,000; stationmasters, workshop artisans, train crews, permanent-way employees, draughtsmen and clerical staff are trained Africans. Operating receipts for the financial year 1947-48 were £4,785,056 and operating expenditure £3,075,893. An illustrated article dealing with the history and locomotives of the railway appears elsewhere in this issue.

Road Haulage Executive Plans

On October 17, Major-General G. N. Russell, Chairman of the Road Haulage Executive, gave an account of the progress of the Executive since it came into being, making special reference at the same time to its future labour policy. Great Britain has been divided into eight divisions, each comprising about four districts, and each district has from five to twelve groups, as much decentralisation as possible of each group being the aim. The manager of each group will be directly responsible for the operation of vehicles in his group so as to give the best personal service. Agreement has been reached with the trade unions concerned for setting up negotiating machinery, which will include a national staff council of 24 members, three national joint committees, and divisional and local joint committees. Arrangements for joint consultations are being discussed and it is proposed to try the experiment of using the negotiating machinery for this purpose. In a notice to the staff the Executive appeals for the team spirit and states: "The success of road haulage in the past has in no small measure been due to the personal service that the proprietor gave to his customer. This personal touch must not be lost."

Proposed Eastern Area Road Transport Scheme

While the Northern Area Passenger Road Transport Scheme still is being vigorously debated, the British Transport Commission has announced that the merits of a similar scheme for an Eastern Area are being considered in accordance with Section 63 of the Transport Act, 1947. Provisionally, the Area is to comprise the counties of Cambridgeshire, Huntingdonshire, Isle of Ely, Norfolk, Soke of Peterborough, East and West Suffolk, together with parts of the adjacent counties of Bedfordshire, Buckinghamshire, Essex,

Hertfordshire, Leicestershire, Lincolnshire (Holland and Kesteven), Northamptonshire, and Rutland. The Area would be divided into districts to facilitate efficient control of services. The Commission controls the four largest passenger-transport undertakings now operating in the eastern, and adjacent, counties, and such predominance of interest is thought to present obvious opportunities for a closer link-up of the transport services in this area, including co-ordination with the railways. The Commission and the Road Passenger Executive have not yet arrived at any conclusion as to the form which a proposed Eastern Area Scheme should take, and it is stated the Executive will welcome representations, as provided in the Act, from any local authority whose area comes within the limits of the proposed scheme.

Long-Distance Passenger Patronage

A feature of the British winter timetables is the extent to which long-distance passenger travel requires to be catered for, notwithstanding high fares. On some routes the number of trains scheduled to operate throughout the winter is considerably larger than before the war. Perhaps the most notable examples of this expansion are found on the East Coast main line. The 10 a.m. "Flying Scotsman" from Kings Cross, which generally runs filled to capacity, is relieved throughout to Edinburgh by the 10.5 a.m. Glasgow train. The pre-war 10.15 a.m. to Leeds, Bradford, Harrogate, and Hull is now preceded to Leeds and Bradford by the 9.20 a.m. "White Rose." The 1.15 p.m. to Edinburgh requires the 12.20 p.m. "Northumbrian" in advance as far as Newcastle, and the 3.50 p.m. to Leeds and Bradford similarly has the 3.45 p.m. "West Riding," non-stop to Wakefield, as its advance section. It is only the pre-war "West Riding Limited" streamline train, at 7.10 p.m. from Kings Cross, and the later 7.15 p.m. Leeds train, that find no counterpart in the post-war timetable. That the service is meeting popular demand is shown by the fact that all the trains concerned normally run with formations of 13 to 15 coaches and are well filled. In other directions from London the tendency is not so pronounced, though similar evidences may be seen. For example, it needs two trains from Euston, at 12.5 p.m. to Liverpool and 12.15 p.m. to Manchester, to replace the pre-war down "Comet." Out of Paddington the 11 a.m. and 5.30 p.m. expresses to Plymouth, and the 9 a.m. and 5.10 p.m. to Wolverhampton, are all additional to the pre-war service over these routes.

"Transport News"

When the British Transport Commission published its report early in September, the salient facts contained in it were dealt with in popular fashion in a newspaper edition which followed the style of one of the illustrated daily papers. This was distributed to all the employees of the British Transport Commission Executives. About 900,000 copies were printed, and there is reason to believe that this endeavour to ensure that the workers were given an opportunity of becoming acquainted with the basic features of their industry met with a large measure of success. The British Transport Commission has received a number of letters from employees commenting on "Transport News," as the publication was called, and putting forward suggestions for dealing with some of the problems raised in it. Requests for copies of "Transport News" have also been received from a number of institutions and Government Departments both at home and overseas, including the French Railways. It has been decided to issue "Transport News" again when the next annual report is published, and also from time to time when the need for bringing some particular matter before the whole of the staff justifies it. The establishment of new machinery for joint consultation, for example, it is thought, would provide an opportunity for using this form of internal public relations to explain the implications of the proposals to all sections of the staff.

An Unusual Reason for Relocation

We have grown accustomed to reading about American relocations designed to ease gradients and so enable heavier train-loads to be worked with more economical operating. The U.S. Great Northern Railroad, however, has just completed a

main-line diversion in the Cascade Mountains of Washington State at a cost of a million dollars, which reduces the ruling grade only nominally, from 1 in 45½ to 1 in 47½, and the length of the line by a mere 100 yd. It seems that in the old alignment there were four curves in one mile varying from 9- to 10-ch. rad. necessitating a restriction of speed. As the line is electrified and this section is banked with a pusher, synchronisation between the two locomotives—due to slipping, unequal braking and accelerating—was impossible, and slack coupling surges and broken drawbars resulted. In relocating this mile, four of the seven curves were eliminated, the other three being reduced to 14½-ch. rad. and easier, and a 207-deg. reduction of curvature was effected, at a cost, *inter alia*, of a 225-yd. tunnel and a high steel trestle viaduct 546 ft. in length. Incidentally, a 1,825-ft. length of the new track was laid with continuous rails pressure-welded at the Oxneld assembly-line plant at Cascade Tunnel.

Washed and Sized Coal for Locomotives

In a recent issue of the *Railway Age* some interesting details were given of the economies achieved by the supply to steam locomotives of sized and washed coal in place of the ordinary mine-run quality. The Louisville & Nashville Railroad has replaced 91 older 2-8-2 steam locomotives in heavy freight service by 42 very powerful locomotives of the 2-8-4 type, each of 79,390 lb. tractive force, including booster, and rated to haul loads of 9,950 tons (8,885 tons of 2,240 lb.) at speeds up to 40 m.p.h.; on test a drawbar h.p. of 4,503 has been recorded at 42 m.p.h. The 2-8-4s showed a saving in fuel of 12 per cent. over the 2-8-2s, when using ordinary fuel, but the change-over to sized and washed coal cut the fuel bill by a further 10 per cent.; indeed, the better coal put up the boiler evaporation rate by 15 per cent. Not only so, but as a result of the removal of the dust, the accumulation of soot in the tubes and clinkering in the firebox have been reduced. All coal used by the L. & N., for firing with the mechanical stokers with which the locomotives are fitted, is now between ½ in. minimum and 3 in. maximum size, though with certain specialised brands of coal sizes up to 4 in. and even 6 in. can be handled without undue flaking or crushing. Average coal consumption per gross ton-mile has come down from 138.2 to 123.2 lb., and the total annual cost of fuel on the freight services worked by the 2-8-4 locomotives has come down by over \$1,000,000. These engines are doing notable service; with a day off monthly for inspection and boiler washing, and seven days annually for more detailed inspection and repairs, each is running 300,000 miles between general overhauls.

Railway Wage Claims

DEMANDS for increases in pay brought forward by the trade unions representing workers in the engineering industry show no signs of abating in response to the repeated appeals by the Government and the advice tendered at the Trades Union Congress last month. Neither is the growing tendency to regard the lot of the lower paid worker rather more favourably likely to act as a brake on wage demands in general.

Among the railway workers the situation becomes more complicated almost every week. The latest crisis, this time a union one, has arisen as a result of the decision of the Confederation of Shipbuilding & Engineering Unions on September 16 to claim a wage increase of £1 a week. Such an increase as this would cost industry about £100 million a year. The largest of the 37 unions affiliated to the Confederation is the Amalgamated Engineering Union and it was from this union that the present claim for an extra £1 a week originally came in June last.

At a meeting in York on October 12, which is reported elsewhere in this issue, the executives of the unions affiliated to the Confederation of Shipbuilding & Engineering Unions agreed to seek a wage increase of £1 a week for the railway shopmen, thus bringing them into line with the decision of September 16 referred to above. Numbers of railway shopmen are members of the constituent unions of the Confederation and these men are working alongside other shopmen who are members of

the N.U.R. The situation is, therefore, embarrassing to the unions concerned as well as being very complicated. Although the Confederation has decided to press for a £1 a week increase for all its members, already the National Union of Railwaymen has agreed, though with bad grace, to accept the findings of the Board of Conciliation which recently rejected the less ambitious claim of the N.U.R. for a flat-rate increase of 10s. a week as being unjustified at the present time, and since then the N.U.R. has decided to approach the Railway Executive on the subject of a minimum wage for the lowest grades of railway workers of £5 a week.

It will be recalled that earlier this year, when the wages of railway shopmen were discussed by the Railway Executive and the N.U.R. in the course of negotiations on the N.U.R. claim for an increase of 10s. a week, with higher pay for Saturday afternoon work, the claim as it affected shopmen was referred to the Board of Conciliation, which ruled that the correct constitutional procedure was for the matter to go through the normal negotiating machinery, *i.e.*, the Railway Shopmen's National Council, on which Mr. J. B. Figgins, General Secretary, N.U.R., and Mr. Gavin Martin, General Secretary of the Confederation, are the Joint Secretaries on the union side.

A meeting of the employees' side of the council was held in London on October 17, and that the discussion should have resulted in a compromise is hardly to be wondered at, in view of the decisions already made by the N.U.R. and the opposing views of the unions. During the meeting, there was an adjournment so that the union representatives could discuss the position with the executives of the affiliated unions, after which it was decided to put before the Railway Executive a claim for a "substantial" increase in wages for all shopmen. A reasonable suggestion that the claim should be deferred in view of the economic crisis was turned down, as, also, was a proposal that the shopmen should fall into line with the N.U.R. and confine their claim to the lowest paid grades. The present claim, which affects 130,000 railway shopmen, will be considered by a meeting of the full Council, including Railway Executive representatives, in due course.

Nationalised Transport in Ireland

THE text of the Bill which is to effect the nationalisation of Coras Iompair Eireann (the Irish Transport Company) and the Grand Canal Company, the two major public transport services in Southern Ireland, has now been published. A summary of the Bill is given elsewhere in this issue. The Bill, which is known as the Transport Bill, 1949, was laid in blank before Dail Eireann just before the recess in July, and printed copies of the text were made available last Friday.

The main provisions of the measure are that C.I.E., which was formed in 1945, and the Grand Union Canal Company are to be dissolved, and from January 1, 1950, are to be united under public ownership in a new transport board, which will also bear the name of Coras Iompair Eireann. This board is to consist of a Chairman and not more than five members, all of whom will be appointed by the Government. It is also provided that the General Manager of the company may be appointed to the board with the consent of the Minister for Industry & Commerce.

The wide powers hitherto vested in the Chairman of C.I.E. will not apply in the new undertaking. It will be recalled that the Milne Report on transport in Ireland was critical of these powers, which in large part had their origin in the fact that the Chairman was a Government nominee and that the Government was largely financially interested in the company. In future, if the Chairman is not present at a meeting, or if the position is vacant, the other members of the board will appoint a Chairman for each meeting, and every question will be determined by a majority vote of the members, with the Chairman exercising a casting vote. This difference in procedure follows naturally from the new set-up of the board and the fact that the capital will be wholly owned by the State. It was only to be expected that the Government, when it had assumed financial responsibility for much of the capital requirements of C.I.E., should wish to ensure that its representative on the board should be in a position to exercise

control. Now that ownership is to be absolute and all the directors subject to Ministerial appointment the same need will not arise.

As we have previously commented when dealing with the earlier announcement of the compensation to stockholders, the Irish Government appears to be treating stockholders generously, far more so, indeed, than usually has been the case in what amounts to a compulsory acquisition by a State of its transport undertakings. This is particularly so when one bears in mind the unsatisfactory financial position in recent years of the Irish Transport Company.

The broad provisions of the Bill are very similar to those of the British Act, which came into effect on January 1, 1948. The general duty of the board is defined as so to exercise its powers under the Act as to secure the provision of an efficient economical, convenient, and properly integrated system of public transport for passengers and merchandise by rail, road and water, with due regard to safety of operation, and for that purpose it is to be the duty of the board to improve, in such manner as it considers necessary, transport facilities so as to provide for the needs of the public, agriculture, commerce or industry. There are, however, some differences as compared with the English measure. All directors of the acquired undertakings, for example, are to receive compensation unless appointed to the board of the new company. There are generous provisions, too, for protecting the interest of employees, for whom compensation is also provided in certain instances. In part, no doubt, the protection accorded employees, both against the effects of redundancy and against any worsening of their position as a result of the change in control, is dictated by political considerations. From a staff viewpoint it is none the less welcome.

Special provision is made in the Bill for powers to transfer employees from one position in the service of the board to another, and this is perhaps related to the sections under which, at a month's notice, it may terminate a service of trains on any section of line and provide a substitute road service. Machinery also is provided for the abandonment of a railway line on which trains have not been operated for twelve months.

As was generally expected, there is no specific reference to the position of the Great Northern Railway (Ireland) in the Bill. On the other hand, there is provision whereby C.I.E. in its new form can acquire by voluntary arrangement any transport undertaking, wholly or partly within the State, and can operate this undertaking for itself, or have it operated by other means. Clearly, therefore, C.I.E. will be in a position to take over the effects and administration of the G.N.R., in whole or in part, as may be deemed practicable or desirable at a later stage, when the discussions with Northern Ireland interests are finalised. The likelihood of the G.N.R.(I.) being operated by a joint board representative of C.I.E. and the Ulster Transport Authority is being canvassed in Dublin.

The new set-up of itself will not effect any radical change in the fortunes and prospects of transport in Ireland. The State ownership of a transport system by itself is no panacea for the many ills which may have beset the system in the past. That is being brought home all too plainly to the advocates and promoters of many other such experiments both at home and abroad. The only effective change which occurs under State ownership is the removal of a body of private stockholders and the substitution for them of the national Exchequer. That, indeed, is not necessarily an advantage to the general body of citizens who in the aggregate form the State, for whereas under private ownership any losses are absorbed by relatively few private individuals and any criticism of operations can be confined to an elected board representing those stockholders, in a State-owned system losses ultimately must be made good by the general body of taxpayers, and criticisms tend increasingly to acquire a political complexion.

The new transport system in Southern Ireland will have the advantage of starting life with wide powers and an opportunity to display enterprise and initiative in pursuing its objective of an effective and integrated system of transport. It will also be open to the temptations which beset a near monopoly. Its progress will be watched with sympathetic interest. Obviously in any integrated system of transport the G.N.R.(I.) must play an important part, and the solution of this problem may well provide the first test of statesmanship of the new C.I.E.

An International Approach to Transport

FOR the subject of his presidential address to the Institute of Transport on October 17 on his election as President of the Institute for the coming year, Brigadier-General Sir Osborne Mance took international transport.

He first considered the effect of international frontiers on transport. The segregation of transport systems into national territories restricted the free play of economic forces which would normally influence development in a single system. Foreign enterprise, to which so many countries owed their transport systems, was now almost universally discouraged by the States most needing it.

To ensure the physical passage of international rail transport it was necessary to agree internationally on such questions as the loading gauge, vehicle couplings, continuous brakes, and so on. Then there was the need for arrangements between the different national systems for the exchange of international traffic, particularly on the railways, where the traffic passed from administration to administration. There had always been such arrangements between railways in the same country but, in view of the differences in national legislation, inter-governmental agreements were necessary on a number of questions.

Next he referred to the hindrances to transport, such as customs, passport formalities, currency control, and so on. They had to keep a clear distinction between transitory post-war situations and more permanent conditions. Physical reconstruction was sufficiently advanced for transport to be no longer a bottleneck in national recovery. Advance in economic knowledge between the wars had enabled fluctuations in exchange rates to be fairly closely controlled. The present lack of balance in railway budgets was chiefly due to quite different reasons.

A more permanent obstacle to the freedom of international transport lay in the deliberate use by a State of transport as an economic or political weapon. With state-owned railways Continental governments tended to subsidise their national industries, ports or shipping, by uneconomic railway rates, lower than would be granted by the railway as a business undertaking.

Up to now every country had considered its own transport problems on the basic assumption of its complete national sovereignty. International agreements had been arrived at only where transport could not function without them or where there had been obvious immediate advantages. Western Union would mean some pooling of sovereignty. Transport, among other questions, would have to be considered in the light of the interest of the wider community. In short, it meant co-ordinating previously competing national transport systems. This was a different question from the co-ordination of the different means of transport, but the international co-ordination of transport systems would be more difficult if the countries concerned had adopted divergent national policies for the co-ordination of their different means of transport. The ideal of international co-ordination of transport was that international traffic should pass in the way it would do if the whole of its journey took place in the same State.

As and when transport was organised for the benefit of a larger area there would have to be freedom of movement of capital and personnel to enable transport undertakings to adjust themselves to the new conditions. This involved abolition of currency restrictions within the area and possibly some unification of the customs régimes and citizenship.

The International Transport Workers' Federation proposed that the Western European Union should set up a European Transport Authority, which among other matters, would exercise economic functions including finance, capital investment, control of rates and fares and the allocation of traffic. It would issue directives to all transport agencies.

It would probably be too much to expect each member of the Union suddenly to adapt itself to a new economic policy. A possible solution was to entrust the management of the technical and commercial operation of any system extending over more than one State of the Union to an independent commercial corporation enjoying identical concessions from all participating States and operating on a purely commercial basis.

International machinery had existed for years to deal

with many of the transport problems arising from the fact of national frontiers; the Berne Railway Union of 1890 was an example. Numerous additional organisations were created after the first world war, the most important of which was the Communications & Transit Organisation of the League of Nations, with its periodical general conferences and its permanent Advisory and Technical Committee for Communications & Transit, usually referred to as the Transit Committee, the first official body created to deal with all forms of transport on a world basis. Other outstanding organisations were the International Commission for Air Transport and the International Railway Union.

In transport, as in other questions, long-term agreements between several Governments usually took the form of international conventions which had to be ratified by Governments. Sometimes, when a convention would mean relating progress to the most backward countries, an international agreement might take the form of a recommendation of the objectives aimed at, to be applied successively in each country as soon as conditions permit. Agreements requiring national legislation for their implementation could only be concluded between Government delegates.

There were important categories of agreements which could be entered into between national administrations, whether privately or State-owned, without legislative approval, such as numerous questions dealt with by the International Railway Union. He mentioned another category of international transport organisations—the Railway, Road, and Waterways Congresses, in which both Governments and private members participated.

In the United Nations, transport was one of the functions of the Economic & Social Council. This Council was advised by the Transport & Communications Commission, which could be regarded as the top-level world transport organisation and successor to the League of Nations Transit Committee, but with one vital difference. The League Transit Committee aimed at the subordination of all international transport organisations to itself. The Transport & Communications Commission of the United Nations followed quite a different policy. The major world transport and communications organisations, now known as "Specialised Agencies," had entered into relationship with the United Nations on the basis of complete autonomy in carrying out the functions prescribed in their constitutions.

Inland transport was primarily a regional matter, to be dealt with by transport committees reporting to regional economic commissions, which already existed for Europe, Latin America, and the Far East. The European Inland Transport Committee had made a magnificent start and done some excellent work. Among other things it had been most successful in promoting international road transport between the countries of Western Europe.

Other matters dealt with by the Transport & Communications Commission included the simplifying of customs and passport formalities, dealt with by a specially convened conference of experts in 1947; reduction of consular formalities for the movement of goods and vessels; the international aspects of the co-ordination of transport; and the general question of transport statistics. In all these matters the Commission, which met only once a year, limited its functions to seeing that each matter was dealt with promptly by the appropriate organisation and, if none existed, creating such minimum machinery as could deal with the matter.

Where it was purely a question of technical co-operation transport people could be trusted to work out the best solutions, but wider problems involved reconciling divergent economic and political national interests. They had to get into the habit of approaching problems internationally in the first place, and only then consider how best to adapt individual interests to the general interest.

They could hope that as a result of the interlocking of ideas there would grow up an increasing number of people internationally-minded and inclined to take the long view when there was a clash of interests. This way lay the prospect of agreement satisfactory to all parties. Also needed were what might be termed "objective specialists," enjoying the confidence of other peoples besides their own, to serve as senior officials of international bodies to which they would owe their first allegiance. They had to discipline themselves

to thinking internationally and in this spirit he commended to the members of the Institute the studies which he hoped they would be induced to make in the fascinating field of international transport.

* * * * *

The Railway Wagon Position

IN the autumn of 1947 a fallacious outcry arose about the railways being short of wagons. Subsequent developments proved that, on the contrary, more than sufficient wagons were then in traffic. In 1948 and in the first eight months of 1949 a growing volume of originating tonnage was handled by a diminishing stock of wagons. When the Railway Executive came into being on January 1, 1948, it had an operating stock of 1,218,000 wagons (including brake vans), but only 1,062,000 wagons were available for use. Nearly 13 per cent. of the stock was under or awaiting repair. By August, 1949, the operating stock fell to 1,140,700, and the serviceable wagons numbered no more than 1,002,000. Yet the 1948 tonnage was 7 per cent. above 1947, and the first six months of 1949 brought a further increase of 5 per cent. on the first half of 1948. If these trends continue during the coming winter, the demand for wagons may outrun the supply before long.

The present position has arisen because the Railway Executive has withdrawn old wagons from service faster than it has put new ones into traffic. The periodical records in *Transport Statistics* show that, between January, 1948, and August, 1949, the Executive scrapped 134,700 wagons and installed 57,000. On an average, the new vehicles carry larger loads than the old types and have modern equipment. At the end of 1948, the average tonnage capacity of the whole stock was 12.5, and the number of "fitted wagons" was 129,000, as compared with 89,100 before the war. After allowing for the improvement in the quality of the stock, the loss of 77,000 wagons is no light matter. The Executive cannot go on withdrawing more than twice the number of wagons replaced in a given period. Its safest course might be to modify its breaking-up programme to suit the current rate of delivery of new wagons, which is about 650 a week.

The Executive has failed so far to keep down the number of wagons under repair. The British Transport Commission's report for 1948 stated that the under-repair percentage of book stock was expected to be 5½ by the end of 1949. The periodical records of *Transport Statistics* do not support this optimistic estimate. The percentage was 9 in January last and 12 in August, when no fewer than 139,000 wagons were on the repair list. The steady growth in the number of "cripples" since April suggests that the stock is being overworked. Other statistics confirm this view. Wagon mileage was 1.9 per cent. higher in 1948 than in 1947, and during the first 32 weeks of 1949 increased by 2.3 per cent. over the same period of 1948. The average wagon load at starting point and the throughout load have touched record heights this year. Again, hauls of all classes of traffic are longer than pre-war.

The strain on the wagon stock will be intensified by efforts to reduce the average round-trip time, which the Executive is understood to be making. This average falls almost automatically when wagons are scarce. Without a running record it is impossible to judge what improvement in the round-trip time would increase wagon loadings appreciably. The U.S.A. railways announce "the turn-round time" of their wagons within three weeks of the close of each month; separate figures are given for covered, open, flat, hopper, and refrigerator wagons, so that a reliable check on wagon user is provided for the guidance of traders as well as railwaymen. Similar information for British Railways could be included with advantage in *Transport Statistics*.

At a press conference on October 11, the Executive gave some details of its wagon-building programme up to 1951, but what matters at the present juncture is its plan for getting through the next 14 months. That will be a testing time for our trade and industry. The Executive can help the country to survive the ordeal by keeping up an adequate supply of wagons and avoiding a "hard core of congestion" on any of its lines, such as occurred in the autumn of 1947. A clear statement of its intentions might allay the anxiety which is felt in some quarters about the state of our freight transport facilities.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Late Issue of Timetables

Merope, Trevone Bay,
Padstow, Cornwall, September 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In the course of years, the publication of monthly official railway timetables has been reduced, generally speaking, to two issues for the summer and winter services respectively. Yet the pre-war standard in lateness of publication is still well maintained, despite Sir Eustace Missenden's statement on August 31 that "copies of all timetables should be available to the public before September 12; some have been on sale since August 22."

My set of timetables for the service due to start on May 23 was ordered (prepaid) from the Passenger Agent, 71, Regent Street, W.1, on April 21. It arrived on June 2. The set for the current service, obtained from the same source, reached me on September 30.

Is there really some insuperable difficulty which prevents timetables being made available to all travellers at least two weeks before they come into force? Do not those responsible overlook that there are still some of us who prefer to arrange our own journeys with the timetable before us, rather than conduct correspondence with a station or enquiry office, however efficient these may be?

Yours faithfully,
C. R. CLINKER

Railway Standards

2, Madeley Street,
Derby, September 29

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Having read Mr. G. A. Knight's letter of September 12, appearing under the heading "Railway Standards," I feel bound to make a few comments regarding his somewhat disparaging remarks as to the general uncleanness of L.M.R. engines.

I agree wholeheartedly with Mr. Knight in his praise of the fine standard of appearance maintained on Bristol engines and will add that they are also very sound mechanically. However, in comparing the Bristol turn-out with that existing at the other main depots on the Midland Division of the L.M.R. two major factors must be borne in mind. Without encroaching on official rights these two points are as follow.

The labour situation is more favourable at Bristol than elsewhere with the result that practised hands can be employed on the cleaning duties. Secondly, as will be appreciated from a study of the geography of the Midland Division, Bristol engines do not roam so far afield on their diagrams as do those of, say, Derby, Leeds, or Kentish Town. It will be agreed that when an engine leaves its home depot and remains away for several days on an extensive diagrammed working its cleanliness on arrival will not be of a high standard.

Regarding Mr. Knight's particular criticism of Derby engines, it should be pointed out that several of these, among them frequent visitors to Bristol, are kept in quite respectable order in spite of the present difficulties.

Yours faithfully,
W. G. TIMPERLEY

The Future of the Rural Branch Line

The Old Manor,
Salisbury, Wilts, September 23

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—While agreeing with Mr. H. L. Hawker, in your issue of September 23, on the subject of "The Future of the Rural Branch Line," I would point out that the (electric) token instrument is the easiest thing possible to work. Besides the signal-box types there are others for use by train-crews.

Phoned train-orders and other messages are always liable to be misunderstood; teleprinting is better but is not immune. A simple staff will quite likely be at the wrong end of the section; staff-and-ticket requires previous arrangement, which is not always possible.

I do not know the piece of line he has in mind, but both short and long sections can exist over the same length of line. In the case he mentions the long sections would be in use normally, the short ones being brought in when required. Much depends on how often they are required. Possession of the token may be made a physical necessity for entering a section.

Automatic signalling was not mentioned, possibly on the

score that it was still more complicated. A single engine in steam may do where there is not a very frequent service with not much likelihood of anything else happening suddenly. The one and only engine almost of a certainty would be working miles away and unobtainable without making chaos of existing arrangements.

The now defunct Halesworth & Southwold Railway was worked in two staff-and-ticket sections; usually one engine was sufficient to work the traffic but occasionally a second engine was "steamed." Usual service was 6 trains a day in summer, 4 in winter, each way.

Yours faithfully,
COURTENAY BARRY

The Hotels Executive

The Hotels Executive,
222, Marylebone Road,
London, N.W.1, October 10

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The article on "The Hotels Executive" on page 377 of your issue of September 30, 1949, raises one or two points from which misleading inferences might be drawn.

Your comment on the reference in the Commission's first report to "the magnitude of the business," that ten hotels (the correct figure is nine) formerly conducted by the railway companies were closed in 1948, invites the qualification that, notwithstanding the hotels temporarily closed, no fewer than forty-four are, in fact, operating under the control of this Executive. In addition, three of those which were closed for wartime purposes are shortly to be re-opened and, further, the major task of rehabilitating Turnberry Hotel and Golf Courses has been put in hand by this Executive.

The doubts you express on the need for exceptional expenditure on improvements to station refreshment rooms are somewhat at variance with the clamour which has been voiced for some time past on the obsolescence of many of these premises, a legacy which this Executive has inherited from its predecessors.

You refer to what is said in the report of the Commission about the organisation set up by the Executive, and you quote a figure of £3,500,000 as the cost of administration "together with salaries and wages." The cost of administration was just over £330,000. As the turnover exceeded £13,500,000 for 1948, the belief expressed that the organisation "enables a high degree of economy in administration to be achieved" is, I submit, amply justified.

Yours faithfully,
W. H. JOHNSON
Secretary

Railway Passenger Fares and Train Services

23, Somertrees Avenue,
S.E.12, October 10

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I read Mr. Laundy's original article on this subject, and all the correspondence which followed, with great interest. Mr. Laundy's proposals of January 28 last (since reprinted in pamphlet form) were, I believe, the first to tackle the absurdity of applying one basic rate of fare to all passenger trains, so that the traveller who is content with a slow journey and a moderate standard of comfort has to pay just as much as the man who avails himself of the best service British Railways can offer.

Great Britain has consistently refused to adopt the principle of a fare varying according to the speed and type of accommodation the passenger requires—a principle which was carried to its logical conclusion in pre-war Germany, with scales of fares for slow, semi-fast, and express trains, and a supplement for long-distance "fliers," and has long been in operation, in one form or another, all over the Continent and across the Atlantic. It seems to me the obvious method of offering cheaper travel by the trains which can be operated at moderate cost, and I was very sorry to see that more attention was not paid to Mr. Laundy's scheme for "ordinary" and "express" fares, and that so much of the subsequent discussion was devoted to what are, comparatively, minor points.

Mr. Laundy's first proposals for varying fares seemed to me rather complicated, and I noted with regret his advocacy of the abolition of the monthly fare-and-a-third return ticket, which saved the situation in the 'thirties by enabling the grouped railways to offer a penny-a-mile return rate, for journeys completed within a month, without abandoning the then basic fare of three-halfpence per mile. I should like now to see the courageous step taken of putting the fare, for "ordinary" train travel, back to this level, with the retention

of the "monthly" return ticket, but with a supplement for all travel by "express" train.

This supplement, graded by distance, would be payable for each single journey by express, and ought, if practicable, to be for a minimum distance of 200 miles, with the object of keeping short-distance passengers out of the "expresses," which would really become "limited" trains—the supplement including the seat-reservation fee. The timetable revision necessary to implement such a scheme would not be so serious as appears at first sight, for the "ordinary" service of long-distance trains would be sparse, and so framed as to induce most passengers to pay the supplement, which would probably have to be at least 7s. 6d. for the first 200 miles and 2s. 6d. for each subsequent 100. There are, of course, many points requiring detailed consideration for which space cannot be found in a letter—amongst them the rate of supplement to be levied for travel by an "express," whose complete journey falls far short of 200 miles (London to Brighton or Portsmouth, for example), and the position of the long-distance season ticket holder, for whom a rate inclusive of supplement would probably be required.

No cheap or excursion bookings whatever would be given on the "express" services, and excursions would, generally, be only for special events and by special trains, as, I think, was Mr. Laundy's original intention, though workmen's and market tickets, and "day" bookings within a limited radius, which would only affect the "ordinary" services, need not necessarily be interfered with. At present we seem to be rapidly drifting back, in the matter of cheap tickets, to the ridiculous position of the 'thirties, when the railways were actually issuing posters imploring the public to "save money" by using some variety of cheap ticket, rather than pay the basic fare! These multitudinous cheap bookings, expensive to advertise and very costly in clerical work, do nothing to help the long-distance passenger or season-ticket holder, who are still the mainstays of the passenger service, and often have to be hedged around with so many petty restrictions that they do little to tempt people from road to rail.

In this connection, an opportunity seems to have been lost over the holiday runabout tickets, issued in certain areas until October 29. It would be interesting to see the result had they been continued permanently, issued for a monthly period and for first and third class travel, and extended to cover much wider districts (of course, at a proportionately higher rate), embracing, for example, an area bounded by Leeds, Doncaster, Hull, Scarborough, Middlesbrough, Darlington, and Harrogate.

A ticket of this nature could be issued, at little or no advertising or clerical cost, without the least fear of overcrowding ordinary-fare passengers (which some of the existing "excursion" bookings unfortunately do), and would approximate to the area-seasons, which were immensely popular in pre-war Germany. Admittedly, the ticket would be largely used by commercial men, but they would in many cases represent new business attracted from the roads.

Yours faithfully,

R. E. CHARLEWOOD

1948 Locomotive Exchanges

Mavis Croft,

Chipstead, Surrey, October 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—Although it is disappointing that more information from the official report of these remarkable trials has not been made available through the railway press, the gleanings from *The Railway Gazette* at least enable some conclusions to be drawn. The most interesting figures are those of coal and water consumption related to power output, and it cannot be mere accident that the figures for the Southern Region Pacifics are so relatively high even when allowance is made for the brilliant running of these locomotives.

The fact that water consumption was relatively greater than coal consumption seems to prove the outstanding steam raising capacity of the Bulleid engines, but conversely the features of high boiler pressure, small cylinder volume, and 6-ft. 2-in. dia. driving wheels seem to show that they are not such economical converters of steam into power. The reasons for this are not altogether apparent, but the fact that these engines seem to work more happily on the higher cut-off positions with correspondingly low steam chart pressures—despite their 280 lb. pressure in the boiler—must have some bearing on the subject. It is seldom, if ever, that these engines can be given full throttle with a cut-off of 10 to 15 per cent., enabling the maximum expansion of steam to take place in the cylinders, as is done on the northern lines, but it may be that traffic considerations such as availability and powers of acceleration largely offset this disadvantage in practice.

It is interesting to note that further investigation is to be made into "slipping." It is probably true to say that no

other factor has mitigated against Pacific design in this country so much as this. It is not only a question of wear and tear to stock and permanent way, but delay and uncertainty in the earlier stages of acceleration, which tend to cancel out many of the advantages of Pacific design. This is a serious feature, especially on the Southern Region, where the express services are largely of an "intermediate" nature with fairly smart point-to-point timings and frequent stops. Theoretical adhesion factors seem to give little clue to the trouble, which the drivers put down to the degree of superheat, rather than actual boiler pressure, but one cannot help wondering whether the short stroke of the cylinders and the smaller diameter driving wheels do not add to the difficulties.

Although agreeing with your conclusion that it is generally desirable to keep locomotives to their respective Regions, it must clearly be difficult to justify "Merchant Navy" power on much of the easier London-Salisbury and London-Bournemouth traffic. Similarly, few trains west of Exeter can really require "West Country" Pacifics, and many of the Kent Coast services could be worked more economically by the "Schools" and "King Arthurs." Why not transfer the Pacifics to other Regions, where their high power-weight ratio could be put to better use?

Yours faithfully,

A. R. MORDAUNT

Suburban Coach Design

21, Mayfield Road,

Moseley, Birmingham, October 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—The design of the new coaches for the Liverpool Street-Shenfield electric services shows admirably how pleasing and comfortable suburban stock can be and is, in marked contrast to much depressing and outdated compartment-type suburban coaches still operated, for example, in the Leeds and Manchester areas. There must be for many years a demand for steam-hauled suburban stock, and for such services there seems to be a case for the use of new open saloon coaches on the grounds of reduced weight and cost (by elimination of compartment walls and doors) as well as more pleasing interior.

The alternative, which is generally followed, is to relegate ancient non-corridor stock to suburban services so that those who travel by rail every day have the least attractive stock in which to travel. Better comfort could be provided for the daily suburban passenger on many steam-operated services by the construction and operation of modern open saloon stock designed specifically for such work. Indeed the daily patronage of the railways by the suburban traveller demands the wider use of rolling stock of the type just placed in service in the Liverpool Street-Shenfield services.

Yours faithfully,

R. HOWARD

Regional Timetable Maps

19, West Way,

Pinner, October 7

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—With the winter timetables we have been presented in all the Regions except the Western with a new timetable map which seems no improvement on the old, but rather the reverse.

It is strange that when to study the journey from Kings Cross to Scotland one has to consult three timetables—cost 2s. instead of one timetable for sixpence before nationalisation—each of these timetables now includes a map of the whole of British Railways showing in great complexity lines that no reference whatever is made in the timetable itself. Not only this, but the new map completely fails to show the details of those areas where to the stranger a map is of great value, for example, the Leeds, Liverpool, and London suburban districts.

Another fault of the new map is that it fails to differentiate between the various Regions, with the result that where two lines meet only those who already know can decide which line is the continuation of which; the crossings of the Great Central and Midland sections at Loughborough and Nottingham are instances of this confusion.

The old North Eastern Region map was a model of its kind; it showed clearly all lines in the Region, and those over which through services operated; it had enlargements of the more complicated sections, and indicated by figure references where any particular service could be found in the timetable.

Is it too late to produce a new series of Regional timetable maps on these lines, and to leave the new one, which is really only a scaling down of the poster map for stations, for the purpose for which it was originally designed?

Yours faithfully,

R. G. OAKLEY

The Scrap Heap

HORSE-PROUD RAILMEN TAKE THE PRIZES
Carters of the London Midland Region of British Railways captured 255 prizes out of 310 entries in public horse-shows during the past season. Champion prize-winner was Carter Arthur Perry, Birmingham, who gained a championship cup, five first, and three second prizes in various Midland shows.

O.V.B. to C.I.E.

The latest foreign importation by C.I.E. is one O. V. Bulleid, M.I.Mech.E., M.I.Loco.E., described as Chief Mechanical Engineer, South District, British Railways, retd. Mr. O. V. Bulleid is too old to work for B.R. (or Broughton's Railways) and therefore qualifies to be the big boss at Inchicore. When Sean T. retires we may also manage to get Churchill into the Vice-regal Lodge.

I believe that so far as technical knowledge is concerned, Mr. Bulleid is a baby compared with myself. . . . The mechanically-aided movements of the Irish, the transportation and export of their "goods" has been my life study.

When Mr. Bulleid has become accustomed to our climate and to the unique labyrinth of intrigue and organised inefficiency that is C.I.E., he will find, possibly to his astonishment, that he is himself, of all things, a critical political issue. . . . And if I know my Frank Aiken, who came into the world near Dundalk amid the clank of the old 2-6-2 compounds, nearly all of which were crippled from wire-drawing, our excellent Mister Bulleid will be invited to answer the following pertinent questions:

1. Are you at heart a real steam man?
2. Do you belong to the "full regulator, short cut-off" school?
3. Are you aware that where you have hard steaming, full regulator with short cut-off will lead to disparity in pressure readings between boiler and steam chest, and if so, what is your remedy?
4. Have you ever worked a high-pressure simple with cut-off as high as 60 per cent.? (Some of the poor ignorant natives here did it when we were nippers!)
5. Do you know how to blow down to reduce priming without having your valve jammed?
6. Do you believe in shutting off your cylinder oil feed while drifting?
7. Consider the following. The present writer was up all night in the Inchicore shops in 1907 with a low-pressure centrifugal feed pump. Tangential acceleration of the fluid we were using caused "blowing" in the filaments, and soon a transverse flaw developed in the automatic facing chuck. We substituted a "cold" three-law chuck lined with colloidal graphite (160 c.c. per ft. lb. pressure at a temperature of 385° C.) and "ramped back" the discharge meter which, of course, is cast integrally and cannot be dismantled for running adjustments. Could you have done as much within the technology of 1907?
8. Who invented the short cut-away lap valve? (Embarrassing question!)
9. Would you recommend a de Glehn compound embodying the Walschaerts gear for Irish roads? (Were these questions frivolous or personal, I would also ask whether he had ever read that parody I wrote of Synge, put on for two nights in the Dundalk loco sheds 1914—"In the Shadow of de Glehn.")
10. On compound v, simple, are you an all-out doctrinaire compounder and an

opponent of the piston valve? Do you recognise that "short travel" is the secret of the poppet valve and that there is no other way of getting sharp cut-off?

11. The present writer worked a 4-8-2 job on a side road 20 years ago, got up to 5,400 i.h.p., with almost equal steaming on the h.p. and l.p. cylinders. Have you even done so, or can you even now?

12. What will you do with a job that eats coal and oil, is clearly unbalanced thermo-dynamically and "melts" at high cut-off?

13. If water is carried into the cylinder with the steam, what happens to the piston valve liners and how do you cure "foaming"; and where a boiler has been damaged by dirty feed water, what is your recipe for a castor oil emulsion?

14. Do you favour single expansion jobs for Irish roads? . . . —Extracts from an article by Myles na gCopaleen in "The Irish Times."

WEATHER VANE AT YORK

An interesting railway landmark at York is the weather vane above British Railways North Eastern Region headquarters. The first design was erected in 1901; it was replaced in 1923 by the existing vane, of similar general design but including a silhouette of a "B13" type 4-6-0 locomotive instead of an early tank engine. The present vane is 128 ft. above ground level. The lower part, immediately above the lead-covered dome of the cupola is formed of three beaten copper panels, with scrolls on the edges, containing the perforated letters "N.E.R."



Weather vane on the North Eastern Region headquarters building at York (see paragraph above)

100 YEARS AGO

From THE RAILWAY TIMES, Oct. 20, 1849

AMERICAN RAILWAYS.—It appears from an official statement that 857 miles of railway were open for traffic in 1848 in the State of New York, and that the cost of construction amounted to 28,118,163 dollars, being at the rate of 32,810 dollars per mile. The gross income during the year amounted to 3,952,906 dollars, and the expenditure for repairs and working the line to 2,519,363 dollars, leaving a net revenue of 1,433,543 dollars; showing that the working expenses amounted to 63·8 per cent. of the gross receipts, and the net revenue to nearly 51 per cent. on the cost of construction.

WHERE BRITONS MUST NOT SPEAK ENGLISH

There are 130 Englishmen in Buenos Aires who are forbidden to speak English. They have been advised to take Argentine nationality. And they sign-on at eight o'clock each morning when they go to their offices.

They are part of the 350 Britons who held key positions in the railways when Britain owned them, agreed to stay on when the Argentine Government took over.

After two and a half years, negotiations to settle their status, renew their contracts, have broken down.—From the "Sunday Express."

GUARD'S FIGHT ON MOVING TRAIN

A guard went mad on the footplate of a moving goods train at Portland (Oregon) and died after a fierce fight to subdue him. According to the driver, as the train began to pick up speed the guard suddenly reached over and pulled the throttle wide open, at the same time he jabbed a lighted fuse (warning flare) into the driver's side. The fireman wrested the fuse from the guard, who then seized a hammer and continued his attack, until knocked to the floor of the cab. He was taken to hospital by the police and died later.—From the "Belfast News-Letter."

"SO MUCH THE WORSE FOR THE TRAIN"

A train ran into a cow between Ocken-den and Upminster, Essex, recently, and one coach was derailed, part of the track torn up. But no one was hurt.

The crash was at 11.50 p.m. and buses had to pick up stranded passengers. The coach was got back on the rails at 4.20 a.m. next day, and the damaged line repaired by 4.45. Normal working started with the 7.50 a.m. Upminster to Tilbury Docks train. An emergency bus service collected porters for Smithfield and Billingsgate and dock workers.—From the "Evening Standard."

MILK FROM NORTHERN IRELAND

During the week ended October 1 a total of 275,000 gal. of milk was transported from Northern Ireland via Stranraer to relieve the milk shortage in England. Practically the whole of this quantity was conveyed in the British Railways vessel *Princess Victoria* which is now engaged on the conveyance of milk from Larne to Stranraer on behalf of the Ministry of Food.

Most of the milk is conveyed by road and rail tank wagons. Road tanks are run on to the vessel at Larne, and on arrival at Stranraer the milk is syphoned into rail tanks, which are run at express speed to London. When the weather is warm, the milk is cooled before it is pumped into the rail tanks. The *Princess Victoria*, which has been specially adapted to convey road tank vehicles, is now operating a twice-daily service conveying an average of 20,000 gal. each trip.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Level Crossings

During the past financial year, nine level crossings were eliminated by means of overbridges, subways, and deviation of roads. In addition, 42 level crossings have been abolished as a result of major works, such as deviations of the railway. The policy of eliminating dangerous level crossings and of providing clear warning signals is being continued. There are about 3,000 level crossings in the Union and their abolition will be a long and expensive business.

During the three months, June, July, and August of last year, there were 44 accidents at level crossings, as a result of which 13 persons were killed and 16 injured. In the corresponding period of this year there were 50 accidents in which 15 persons were killed and 30 injured. Fatal accidents at railway level crossings thus continue in spite of the counter measures taken by the railway administration and local authorities. In the last twenty years £1,896,445 has been spent on the elimination and protection of railway level crossings. Of this amount, £1,245,473 was spent by the South African Railways and £650,972 by the local authorities. Last year £231,245 was made available, and for the financial year ending March 31, 1950, an amount of £138,000 has been provided for this purpose.

CEYLON

Ticketless Travel

Measures for prevention of ticketless travel have been intensified recently. Apart from normal detections by the travelling ticket examination staff on trains, 450 persons were found, in eleven surprise raids, travelling without tickets during the latter half of August. These raids were carried out with the assistance of personnel of the Railway Security Service. A sum of Rs. 1,500 was collected from 370 persons who paid double the fare and a penalty of Rs. 2½ each. The rest were prosecuted and fines inflicted by the local magistrates aggregated Rs. 1,400. The problem of counteracting irregular travelling is acute and active steps are taken to carry out frequent and complete checks in compartments and at stations.

Housing Scheme

A housing scheme comprising over 300 cottage-type quarters of the latest design for housing the workers at the central railway workshops at Ratmalana close to their place of work was completed recently and all cottages are in occupation. This estate provides for a community centre, co-operative store, primary school, a centre for adult education, playing fields and a milk-feeding centre for a free supply of milk to the children living in the cottages. An extension of the scheme is contemplated to provide good living conditions for all railway workers.

Staff Excursions

Excursions and pilgrimages are being arranged for all grades of employees under the Ministry of Transport. The first was a trip arranged for 5,000 workers, mostly railwaymen and their families, who travelled in three trains for a special exhibition of the Sacred Tooth relic of the Buddha at Kandy. The trains, gaily decorated and named "Sri Lanka," "Sri Sena" and "Sri Kotha,"

left Colombo at intervals of about 15 min., arriving at Kandy between 12 noon and 12.30 p.m. The pilgrims were conveyed back to Colombo the same evening.

On September 9, 900 workers visited the historic sylvan shrine at Kataragama. They travelled by a special train on Friday night, returning to Colombo on Sunday evening, after a journey of 350 miles made by rail and bus and on foot.

Welfare Work

The welfare activities of the departments under the control of the Ministry of Transport & Works have now been reorganised and are placed in charge of a Chief Welfare Officer and six assistants attached to the Ministry. The objects in view are the provision of adequate and better houses, improved sanitation, greater facilities for recreation and mental development for workers and their children.

CANADA

C.T.C. on Montreal-Quebec Line

Centralised traffic control was inaugurated on the Canadian National Railways between Quebec and Montreal on September 27. It was introduced into Canada by the Canadian National Railways in 1941 on the single line between Halifax and Catamount, N.B., and officials state that without it the great wartime traffic could not have been moved.

ITALY

Foggia Station Reconstruction

Foggia has always been a railway centre of considerable importance controlling the traffic on the Adriatic main line and on the east-west connections in the south, most important of which is the electrified Foggia-Naples main line. During the war the Cervaro-Foggia (5.6 miles) section of this line was destroyed. In addition, the loop from Cervaro to Incoronata (on the Foggia-Bari main line) avoiding Foggia and forming a direct link with the southern Adriatic main route, was also destroyed, and the station building at Foggia itself suffered heavy damage. The reconstruction of the Cervaro-Foggia section and the Cervaro-Incoronata loop, the only double-track sections of the whole line except for the 14½-mile section between Naples Central and Gricignano, was completed by the end of 1947, but the reconstruction of the station building was begun only early this year. The work is expected to be finished before the end of December.

FRANCE

Rail and Road Co-ordination

The Council of Ministers has approved the plan for the co-ordination of railway and road transport, drafted by the Conseil Supérieur des Transports and submitted to the Conseil d'Etat. M. Christian Pineau, Minister of Public Works & Transport, vested with the requisite parliamentary authority, has prepared a series of decrees governing the application of the principal provisions of the plan. These decrees will take effect immediately they are issued.

Details of the plan are already under discussion in the French press. One outstanding feature is the proposed closing of 6,000 kilometres of secondary lines working at a loss. Before a decision is taken

on each line the S.N.C.F. must provide a statement showing its financial situation. Where lines are closed, the traffic will be taken over by road hauliers, but the S.N.C.F. will be prohibited from engaging in such traffic directly. In agreement with the National Road Committee, it must draft model contracts for road hauliers subject to approval by the Ministry. The S.N.C.F. will be authorised to continue the lorry and van collections and deliveries now carried on by its subsidiaries in urban areas.

Organised Road Transport

Professional groups of road transporters are to be organised in each department to regulate transport and supervise rates. Taxes are to be levied on lorries and vans to aid upkeep and renewal of vehicles. The proceeds will be paid into a special road fund. It is proposed that Marshall Plan credits, hitherto reserved for the railways, shall be granted also to the roads. Such aid is considered essential in organising certain profitable new routes, particularly the motor road from Paris to Lille.

Road transport will be divided into two main categories: long-distance transport covering the whole of France and short-distance within a radius of 62 to 93 miles from the chief town in each department. Long-distance road services may be suspended where rail transport proves more economical. All vehicles engaged in road transport must carry a road book register of routes and goods carried.

AUSTRIA

Double-Deck Diesel Railcars

The Federal Railways are reported to have placed an order for 14 double-deck diesel railcars of a novel design, for use on non-electrified main lines.

Electrification

Marshall aid has given an impetus to railway electrification. The electrification budget has increased by nearly 150 per cent. since 1948. Early in September, the new Salza hydro-power station in the upper Enns valley, in north-western Styria, was brought into service. It will supply power for the Vienna-Linz main line (117 route-miles), conversion of which is now in hand, and to the Hieflau-Leoben line (31 route-miles), which, in addition to its heavy iron ore traffic, has heavy gradients and sharp curves. The new power station belongs to the Steweg Power Company and was begun in May, 1946. The barrage lake is some three miles long. In the same region, the building of the Enns power station, near Hieflau, is to be put in hand shortly.

Marshall aid has been responsible also for the speeding-up of the building of the new Kaprun power station, about 4.3 miles west of Zell-am-See, on the electrified Salzburg-Innsbruck main line, about 65 miles south of Salzburg. It will use the water of the Salzach river. Its barrage wall, semi-elliptical in shape, is to be 1,161 ft. long and 393½ ft. high. The annual capacity of the station will be 600 million kWh. Some of the power will augment supplies to the Salzburg-Innsbruck-Feldkirch-Bregenz main line, and part will be used for the Bischofshofen-Selztal-Amstetten main line, electrification of which has also been proposed. This line, 135 route-miles long, connecting at Bischofshofen with the Salzburg-Innsbruck main line, and at Amstetten with the Vienna-Salzburg main line, provides an alternative route between Vienna and the west.

Results of the International Timetable Conference

Four daily cross-Channel services and accelerations of several of the principal Continental expresses will come into effect next summer

AT the International Timetable & Through Carriage Conference which was held at Brighton from October 5-15, important accelerations to some of the principal European expresses, as from the introduction of the summer timetable next year, were decided on.

New Cross-Channel Service

Of special value to British travellers is an additional cross-Channel service, with the reintroduction of the pre-war 4.30 p.m. Anglo-Swiss service from Victoria, next summer, making four cross-Channel services a day, as in 1939. It will run *via* Folkestone-Boulogne and give arrivals at Lucerne at 10.30 a.m., Interlaken at 11.25 a.m. and Coire just before lunch time on the following day, and will operate daily in July, August and the beginning of September. The Folkestone-Boulogne route is adopted, both to provide a balanced working for the vessels and also because the berthing facilities at Calais are still restricted as a result of war damage.

On Fridays and Saturdays there will be a connection off the 2 p.m. from Victoria which will give an arrival at Interlaken at 9.30 a.m. and at Coire just before 9.0 a.m. the next day. The return

working to the 4.30 from Victoria leaves Coire at 5.30 p.m., Lucerne at 7.30 p.m., and Interlaken at 6.52 p.m., giving an arrival London about 2 p.m. the next day.

The main improvements which will be carried out next year are as follows:—

Arlberg-Orient Express

The Arlberg-Orient Express is accelerated approximately one hour in each direction, between Paris and Vienna; it provides connections at Basle and Calais. This will facilitate a departure from London at 2 p.m. instead of 11 a.m., and an arrival at about the same times at the Swiss and Austrian stations. In the reverse direction the arrival time at London will be 4.5 p.m. instead of 7.50 p.m., without the departure times from the Austrian and Swiss stations being appreciably earlier.

Scandinavia-Switzerland-Italy Express

The Scandinavia-Switzerland-Italy Express is accelerated by more than two hours between Milan and Rome, in each direction. The running times at Copenhagen not having been amended, the gain in timings is indicated by an earlier arrival in and a later departure from points in Italy.

A second connection with through coaches from Copenhagen to Venice is introduced between Scandinavia and Italy, providing for a departure from Copenhagen in the evening and an arrival at Milan at about 1 p.m. on the third day. In the reverse direction the departure time from Milan is approximately 5 p.m., which gives an arrival at Copenhagen in the morning of the third day.

Amsterdam-Basle Service

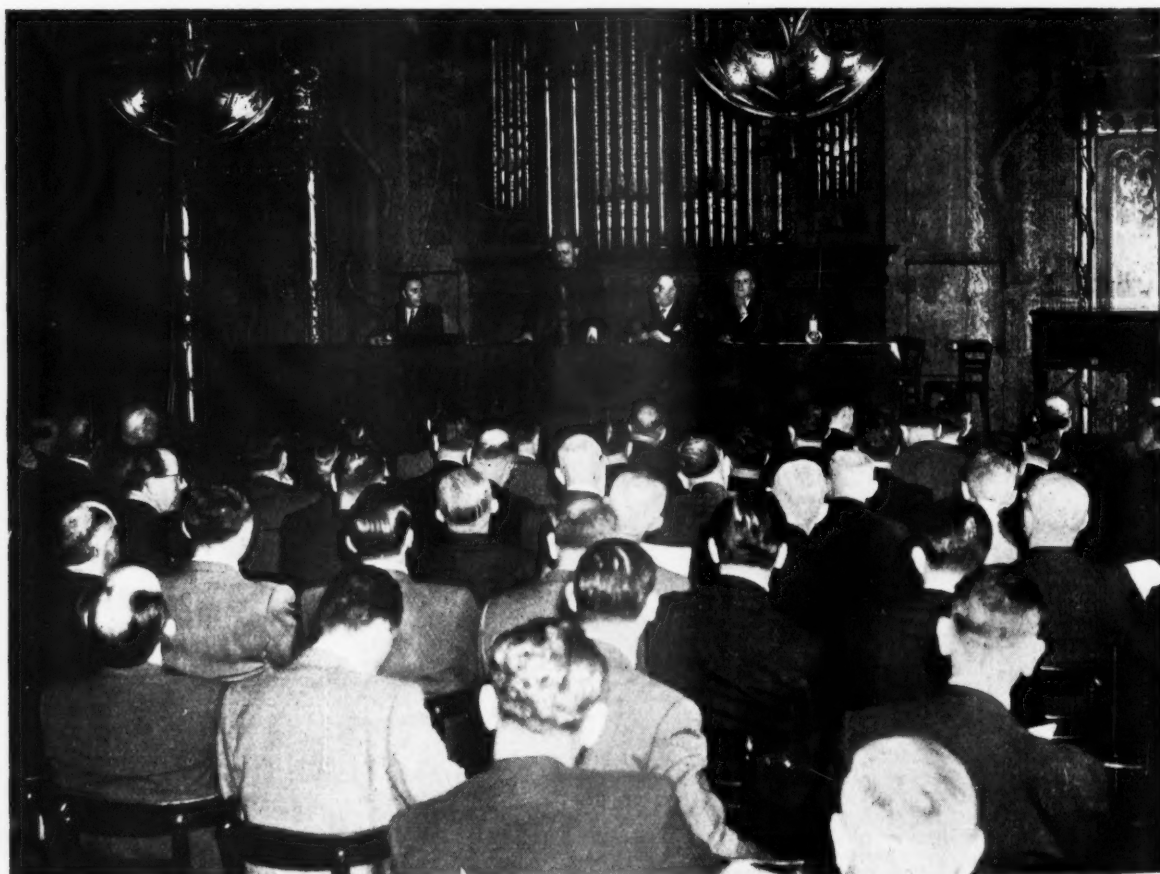
The day service between Amsterdam and Basle will be considerably accelerated, and new through services have been arranged in connection with the Holy Year between Belgium, Holland, and Rome.

Paris-Rome Express (via Modane)

Accelerations have been made to this train in both France and Italy which will permit a journey from Paris to Rome in less than 23 hours. Because of passenger traffic anticipated on this service during the Holy Year, it has been necessary to limit the composition of this train to sleeping cars and first and second class coaches, and provide a relief train which will accommodate third class passengers only.

Simplon-Orient Express

With the reopening throughout of the Athens-Salonika line, there will be a through portion for Athens three times



At the opening of the European Timetable & Through Carriage Conference at Brighton on October 5. On platform (left to right): Messrs. Mullener and (standing) Ballinari, Swiss Federal Railways, Sir Eustace Missenden, Chairman, and Mr. R. H. Hacker, Chief Officer (Continental), the Railway Executive

a week. The timing of the express will provide for a gain of approximately 12 hours on the journey time between Paris and Belgrade, and about 29 hours on the Paris to Istanbul journey. This will bring the Paris-Istanbul journey time down from about 108 hours to about 84 hours. These excellent results have been obtained thanks to the praiseworthy efforts of all the participating administrations.

Faster running by reason of track improvements, especially in the Balkans, will contribute appreciably to the acceleration. The new timings will still be approximately 12 hours longer than before the war because of the longer customs formalities.

Also, excellent connections have been effected at Milan with the fast trains from Milan to Rome, and *vice versa*, enabling the journey between Paris-Rome to be made in 23 hours via the Simplon route.

Through Orient Train

A new service has been arranged between London-Paris and Belgrade by the Through Orient train which will convey third class coaches and will provide quicker timings than those on the present Simplon-Orient Express, particularly to Milan, Venice, and Trieste.

Orient Express

Unfortunately it has not been possible to effect any appreciable acceleration on the Paris-Budapest and Paris-Warsaw sections, but on the Ostend-Prague and the Ostend-Vienna sections, gains in timing of approximately three hours have been effected by accelerations and the reorganisation of customs and Belgian controls during the journey between Liege and Herbesthal and *vice versa*. This permits a departure from London at 2 p.m. instead of 11 a.m. as at present. The Orient Express will convey third class coaches on the whole journey.

Completion of electrification between Laroche and Dijon in May next and Laroche and Paris (Lyon) in the following

year will mean a substantial acceleration of services to the Riviera and to Switzerland and Italy via Vallorbe and Italy via Modane, all of which share the former P.L.M. route as far as Dijon.

Countries Represented

The Conference has included delegates from the following European countries: Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Germany, Finland, France, Greece, Hungary, Italy, Yugoslavia, Luxembourg, the Netherlands, Norway, Poland, Roumania, the Soviet Union, Sweden, Switzerland, Trieste Free Territory, Turkey, and from the Chemins de fer du Sud de la Turquie and the Chemin de fer Damas-Hama et Prolongements. The Russians attended primarily in connection with train services affecting the Soviet Zone of Germany, and no arrangements have been made for through services from Western Europe to the Soviet Union.

The background of the conference was given in an editorial in our issue of September 23, but it may be instructive to include a brief historical note.

The origin of the conference dates back to 1872. It was interrupted by war between 1915 and 1919 and again between 1939 and 1945. Until the first world war there was no common agreement as to procedure and the conference took place twice a year in connection with the winter and summer timetables, at the request of one or more of the participating administrations and in co-operation with the principal European railways.

After the first world war, the Swiss Federal Railways took the initiative and convened the conferences, which were held from 1920 three times in succession in Switzerland. In 1922 the statutes prepared by a committee were accepted and came into force on January 1, 1923. They have remained almost unchanged ever since.

The conference consists of plenary sessions devoted to general questions, and group sessions reserved for administrations interested in particular items on the agenda. The decisions of the full sessions are taken on a majority vote. Each administration undertaking international passenger transport (railways, shipping, airways), has the right to one vote, for each thousand km. of track.

The statutes lay down the rules for the organisation of the sessions, the presentation of the proposals, the writing of the minutes, the distribution of costs, and so on. The conference is governed by an administration which is elected every five years. This mandate was conferred upon the Swiss Federal Railways initially and has since been continuously renewed.

Through Carriage Conference

The Through Carriage Conference, which began in 1922, sits simultaneously with the Timetable Conference, and regulates the running of passenger rolling stock on international routes. It settles all questions concerning the use of carriages and vans passing from one country to another, the division of costs being computed on an axle-mileage basis.

The conference consists of a number of sessions, the larger ones dealing with the long-distance European international trains, and many smaller conferences are continually being held to arrange connections with other trains affected.

The main results of the conference this year are the speeding up of existing trains and connections rather than the institution of new trains, as Europe is still short of rolling stock as a result of the war. A number of new through carriages, however, are to be introduced.

The agreements signed at the conference will form the basis of next summer's continental timetables.

The next meeting of the conference will be in Amsterdam.

Speedier Italian Frontier Formalities

Simplification of customs procedure to reduce station stops

PASSPORT and customs formalities at the Italian frontier stations have been criticised as taking too long. A survey shows great differences between the various main frontier stations. It takes longest to pass through Ventimiglia although it must be conceded that the time lost there includes both the Italian and French formalities and procedures. The time varies from a minimum of 30 min. (for the "Train Bleu" for Marseilles) to 58 min. (for the Bordeaux-Milan express). 1 hr. 26 min. for the "Train Bleu" from Marseilles, 2 hr. 5 min. for the Milan-Bordeaux express, 2 hr. 6 min. for the Cerbère-Milan express, and even to a maximum of 2 hr. 15 min.

Matters are slightly better at Modane, the French frontier station on the Turin-Paris route, where the Italians also perform inspection duties. From a minimum of 55 min., both the French and Italian inspections take as much as 1 hr. 15 min. for the Calais-Rome express, and 1 hr. 30 min., for the Rome-Calais express.

Domodossola frontier station is remarkable for the comparatively short time taken for the various frontier inspection services (from a minimum of 15 min. for the Berne-Milan express and *vice versa* (a specially fast service mentioned in *The*

Railway Gazette for June 17 last), to a maximum of 50 min.; the Simplon-Orient and Orient-Simplon expresses are accorded 46 min. and 40 min. respectively.

The speed of the inspection services at Domodossola is partly explained by reason of the Italian passport, currency and hand luggage inspection on this route taking place in the trains themselves between Brigue, Switzerland, and Gallarate, about 27½ miles north of Milan, *i.e.*, over a stretch of 77 miles covered by the Simplon-Orient Express in 2 hr. 56 min.

At Chiasso, the time lost through frontier formalities varies from 30 min. to 1 hr. 8 min., and at Brennero from 1 hr. 4 min. to 1 hr. 25 min., except for the special Austrian trains between Innsbruck and Spittal in Carinthia, which, by a special agreement, travel in transit through Italy via Brennero, Fortezza and San Candido (Innichen) frontier station in the east. These trains stop at Brennero Station for only 5 min. (northbound) and 10 min. (southbound).

At Tarvisio, on the main route between Italy and Austria, the frontier formalities take from 50 to 60 min., and at Poggiorale Campagna, north-east of Trieste,

the frontier station for Yugoslavia, the Simplon-Orient express loses only 35 min., and the Orient-Simplon only 40 min.

Following efforts made by the O.E.E.C. office at Paris (Organisation of European Economic Co-operation) to expand international tourist traffic the Italian authorities agreed to improve their railway frontier formalities. The new measures, which came into force on September 15 on the Italo-Swiss lines, and on September 20 on the Italo-French lines, provide for the registered luggage to be inspected *en route*, thus obviating unloading and re-loading it at frontier stations, and its transport to and from the customs offices.

A substantial reduction in the stopping times of the trains at the stations concerned will result when the winter timetable is introduced this month. If trains are overcrowded and the stopping times are found to be too short for the passport and currency inspections to be carried out at the frontier stations they will be effected *en route* between Ventimiglia and San Remo (9½ miles, covered in an average of 22 min. by fast trains) and between Modane and Bardonecchia (11½ miles, covered in 25 min. by fast trains). Passport and currency inspections *en route* have been extended also to the Chiasso, Brennero and Tarvisio lines. The frontier stops at Como, on the Gottard route to Milan, will be reduced by some 10-20 min.

The Nigerian Railway

An outline of its history and locomotives

*By G. V. O. Bulkeley, C.B.E., M.I.Mech.E.,
formerly General Manager, Nigerian Railway*

NIGERIA, with an area of approximately 340,000 sq. miles, or about twice that of the United Kingdom, is the largest British Colonial territory. The coastline, which is about 500 miles in length, is indented by rivers and their network of creeks. The African population numbers some 23 million, and the country is divided by race and religion into Northern and Southern Nigeria. In the Mohammedan north, the Hausa people are ruled provincially by their Emirs, who have their headquarters in the ancient walled-cities and are advised by British Residents and technical officers.

For centuries, these cities—which form a chain eastwards from Timbuctu in French West Africa—were isolated by the Sahara desert to the north and by the dense rain forests to the south. Indeed, apart from the historic visit of Dr. Baikie in 1862, it is doubtful whether a white man had been seen in Kano city until Lugard rode in as conqueror in 1903.

Southern Nigeria is peopled by Negroes, who are divided into several tribal groups and speak various languages. Not being restrained by Koranic reactionary precept, the southern Nigerians today are more receptive to Western ideas and techniques than the northern Hausa. On the railway,

almost all stationmasters in the north are southerners.

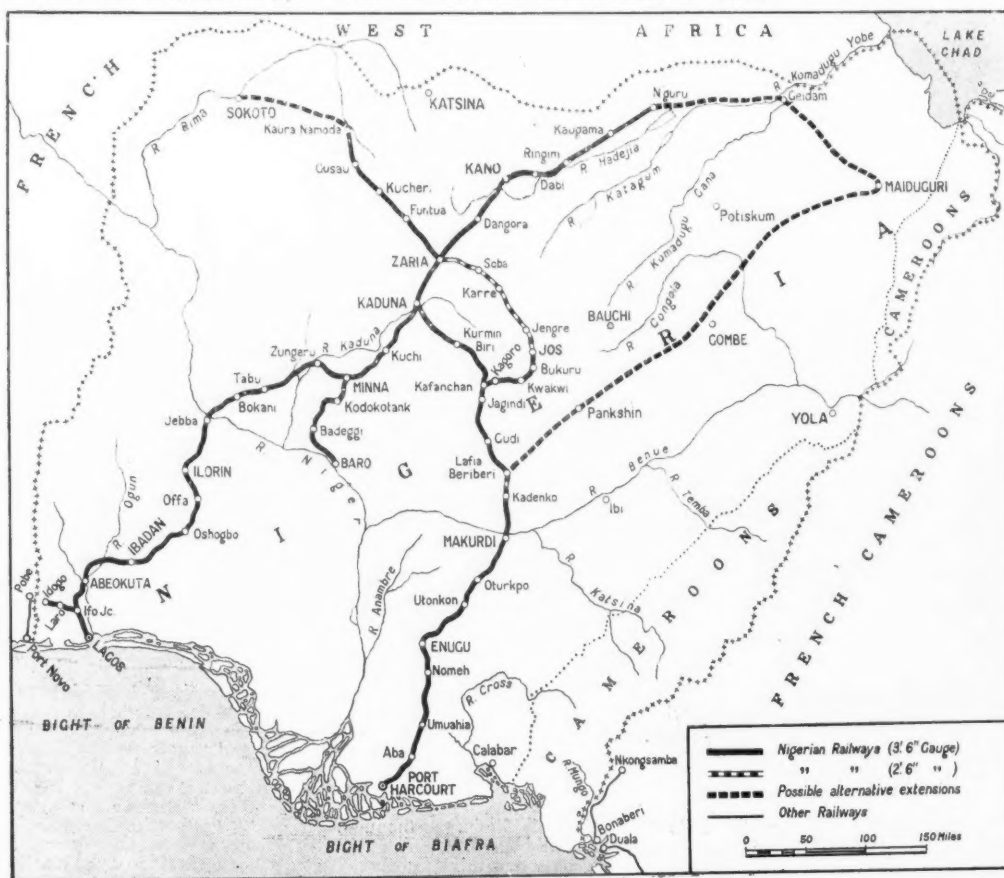
The Nigerian Railway operates the longest mileage of a single colonial railway; its route mileage is 1,903 and track mileage 2,190. The gauge is the "African Gauge" of 3 ft. 6 in., except for 133 miles of 2 ft. 6 in. scenic track from Zaria to Jos, in the high altitudes. The line is single track, and has a large number of crossing places. The north-western main line from Lagos is laid in 80-lb. rails for the first 220 miles, and of the remaining 705 miles to the northern terminus at N'Guru, 380 miles until recently was 45-lb. track, the rest being 60-lb.; relaying is bringing the whole to 60-lb. The south-eastern main line comprises 570 miles of 60-lb. rails from Kaduna Junction to Port Harcourt, 60 miles up the navigable Bonny River. Gradients on the north-western main line are 1 in 120 against the heavy export trains and rather steeper against imports. On the south-eastern main line the heavily-graded Kioof section includes grades of 1 in 40.

The highest point on the north-western main line is at Zaria, 2,200 ft. altitude and 620 miles north of Lagos. By means of a branch, the south-eastern main line serves the high plateau, which has its commercial centre at Jos and is the centre of

the alluvial tin mining; this work is carried out by modern dredgers and drag-bucket machinery. The ports of Lagos and Port Harcourt are served by the railway though there is no rail connection to the five creek ports for ocean shipping which include the large town of Calabar.

A major impediment to the early use of Lagos as a port for ocean-going shipping was the shallow, shifting bar, over which the depth of water was often as low as ten feet, with correspondingly bad surf. Ships had to transfer cargo and passengers to small vessels in the heavy swell outside the bar. Mr. Coode and Mr. Matthews, who surveyed the bar in 1892 and again in 1897, recommended moles reaching out about 1½ miles, together with dredging. As revenue showed a satisfactory trend, the work was commenced in 1907, and today, ships drawing 25 ft. of water use the port, which has modern deepwater wharves, transit sheds and electric cranes. Dredging is continuous; the spoil being pumped through 3 ft. 6 in. dia. ball-jointed piping on to surrounding swamps. The large area which thus has been reclaimed, includes the Apapa airfield. A fine modern suction drag-dredger, costing some £100,000, was sunk by enemy action during the war.

On the rivers Niger and Benue, the United Africa Company and John Holt & Company operate stern-wheel steamers which ply inland during the season of high water as far as the river port of Baro, 300 miles from the sea. Baro, in turn, is served by the railway from and to the north.



Nigerian Railway system, showing present and proposed lines



Up "Plateau Limited" passing Ebute Metta hauled by Canadian-built 2-8-2 locomotive "Hamilton"

As late as 1894, British authority in Nigeria hardly reached beyond 50 miles inland and a railway became a vital necessity; not only to facilitate trade, but to bring some degree of order inland, where warring and slave-raiding chiefs still were operating. To the forward colonial policy of Mr. Joseph Chamberlain—who secured direct imperial assistance coupled with parliamentary sanction for colonial borrowing—the steady advancement of Nigeria primarily is due.

As the accompanying map shows, the Nigerian Railway forms an inverted Y

that is superimposed on the Y of the Niger and Benue river system. The longest haul without break of train is between the port of Lagos and the city of Kano, about 700 miles; the railway continuing north to N'Guru.

The groundnut export season at Kano is one of the world's transport spectacles. To this centre the nuts are brought by every method of transport for railing to the coast, and the railway meets camels, donkeys, packhorses, head carriers, and the road motor-lorry.

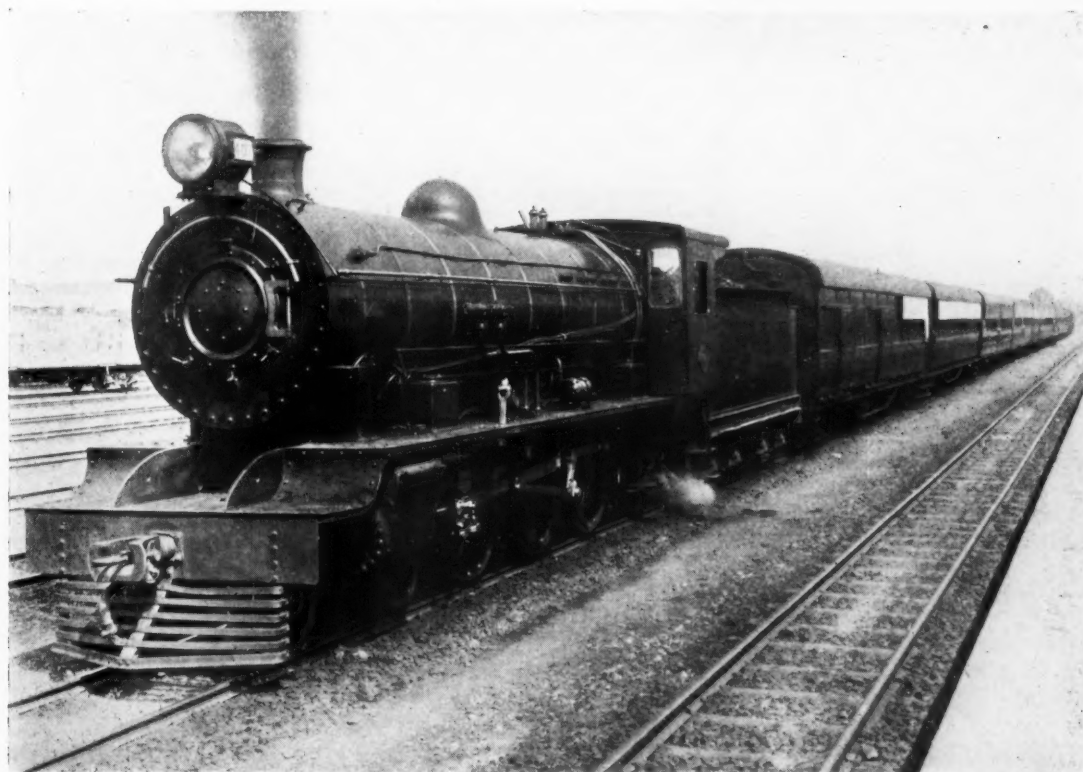
At Enugu, 213 miles inland from the

Bight of Benin and 153 miles from Port Harcourt, the Government operates extensive coal mines, whose tonnage potentialities are very large. The dry ash-free calorific value of the coal is 12,018 B.Th.U. Research made at my request in 1933, by the Department of Scientific & Industrial Research in London (which examined 70 samples taken from different parts of the mines) showed that two-thirds of the air for combustion should be admitted above the fire. Extensive firebox experiments then were carried out on Nigerian Railway locomotives, which use this fuel exclusively. Ocean ships take on Nigerian coal at Port Harcourt, where draught is limited to 25 ft.

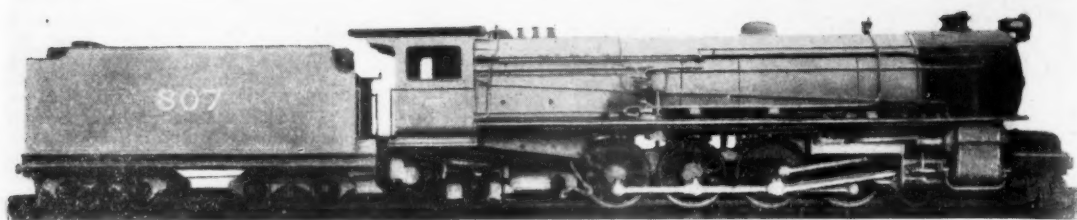
As the waterside at Port Harcourt commands high ground alongside the Bonny River, a gravity coal-tip was first installed; later, to economise in railway wagons, a belt-conveyor plant with storage silos was added. At present there are no wharf cranes for general cargo at Port Harcourt, whereas the mainland wharf at Lagos is so equipped and also has electric transporters for discharging coal brought there coastwise from Port Harcourt.

Should any further railway extension be authorised, it probably will be one to serve the Bornu Plain and either run north-east for about 400 miles from Lafia on the south-eastern main line, along the Gongola River to Maiduguri, or, alternatively, a 220-mile extension thence from the northern terminus of N'Guru.

The Nigerian Railway was commenced as a 126-mile line from Lagos to Ibadan, which, having a population of some 250,000, is the largest Native city in Africa and recently saw the commencement of a university. This line was opened on March 4, 1901, and a 64-mile extension to



"Limited" express hauled by a Pacific type locomotive



Three-cylinder 4-8-2 locomotive designed by Major Sells for 80-lb. track and built by Vulcan Foundry Limited

Oshobo was opened on April 22, 1907. At that time, Southern and Northern Nigeria were under separate Governments and opinion was current that there was no need for a railway link between them, but that the Niger River could provide all necessary transport to and from the sea for the north. River craft drawing 10-12 ft. can proceed up the Niger to Baro during the high-water season and the view was held that the river could be dredged so as to allow vessels drawing 6 ft. of water to reach Baro during the low-water season.

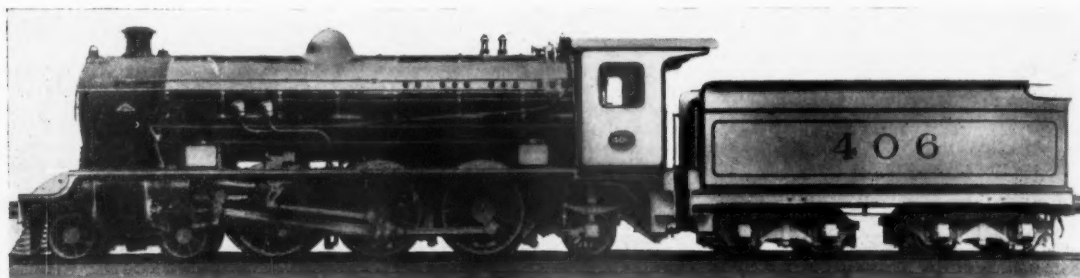
A dredger was imported and set to work, but as might have been foreseen, dredging

completion of the great bridge across that waterway, at a cost of approximately £1,000,000.

The railway operates both dining and sleeping cars, and the "Ocean Mail" from Kano to Lagos and its complement the "North Mail," with their long name boards atop each coach and a Pacific locomotive at the head painted in L.M.S.R. red, might well have been operating out of Euston in pre-nationalisation days.

If the journey to the north is undertaken a few weeks after the rains have begun, the forest on either side of the line abounds in vivid greens for 200 miles out of Lagos, with brilliant flamboyant and

workshops and traffic apprentices are advertised and applicants, holding a prescribed school-leaving standard, are given a general knowledge examination by the railway; those securing the highest marks are accepted for the vacancies. A six years paid-apprenticeship may be served in the workshops, or youths may pass through running-shed work to the locomotive footplate, after a very strict period of training, with frequent examinations. Entrants also may serve a course of training as traffic apprentices at the traffic training school (which has a model railway complete with all signalling and track mechanisms) and on the stations. During 1938-39, 101 new



Pacific type locomotive built by Naysmith Wilson & Co. Ltd.

a shallow in a flowing river tended to create other shallows elsewhere and the experiment was unsuccessful. Consequently, the railway from Lagos was carried northward to join the Baro-Kano railway at Minna, 460 miles from Lagos. A train ferry was used to cross the Niger at Jebba, 306 miles, until the completion of a bridge there in 1915.

The south-eastern main line was later constructed from Kaduna Junction southwards through the coal mining town of Enugu to Port Harcourt and completed for traffic in 1926. A train ferry was used to cross the Benue River at Makurdi until

violet largostroema trees here and there. Most stations have flamboyant trees, under which people do their domestic work and the fat toddlers roll in the dust.

The European supervisory staff of the railway numbers some 325 and the total payroll is approximately 22,000, including labourers. Stationmasters, workshop artisans, locomotive and train crews, permanent-way employees, draughtsmen and clerical staff are trained Africans. There are two workshops; that at Ebute Metta employs about 1,500 and that at Enugu about 600.

African apprenticeship vacancies for

apprentices were admitted to the traffic school and 99 passed their examinations from it. Any persons who do not make satisfactory progress are at once dispensed with and the final standard of trained staff is high.

Native Stationmasters

The native stationmasters are notables in their areas and regarded somewhat as local mayors. When it is remembered that 50 years ago these African people knew nothing about railways, it is significant of the race's ability to advance that for years these stationmasters have correctly worked



4-6-4 tank engine converted from a 4-6-0 tender engine in the Nigerian Railway workshops

trains through their stations on the electric train-tablet system; issued tickets; received and despatched goods; and accounted for revenue. They work entirely on their own except for periodical visits by European Inspectors.

Motive Power

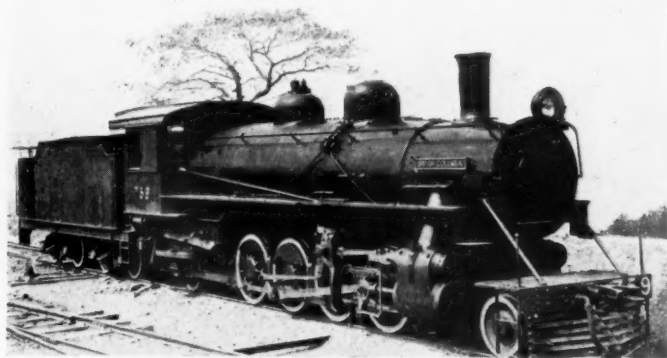
A progressive locomotive policy has been followed by the railway and starts in 1901 with a 4-8-0 type engine having low-pressure saturated steam, small cylinders and short stroke, similar to many others used by Colonial railways up to the 1914 war, when superheater engines began to appear. A light 4-8-0, able to run over the 45-lb. track sections, was designed about 1920 and 35 were built. The class had 18 in. \times 23 in. cylinders, 160 lb. per sq. in. boiler pressure, and 4 ft. 0 in. driving wheels; tractive force at 85 per cent. boiler pressure was 21,113 lb. and the class has done useful work, both singly and double-headed.

To haul the principal passenger trains, the successful Pacific type locomotives, which are illustrated in this article, were

and 4 ft. 6 in. wheels; tractive force at 85 per cent. boiler pressure was 38,556 lb. These engines were fitted with 3-cylinder conjugated valve gear, but the cross levers were cramped behind the cylinders and difficulty was experienced in keeping the central valve events in phase. Subsequently, Major Sells decided to fit a separate Walschaerts gear for the inside cylinder and no further trouble arose.

When more engines of similar power were required for the 80-lb. track, Major Sells designed the 4-8-2 engine illustrated, in which the conjugated valve gear was situated in the L.N.E.R. position, across the front of the cylinders. With 4 ft. 6 in. dia. wheels, 200 lb. per sq. in. boiler pressure and 18½ in. \times 24 in. cylinders, the tractive force at 85 per cent. was 39,843 lb.; the short stroke was made necessary by structural limitations.

To reduce double-heading over the 45 lb. track sections, two 4-8-2 + 2-8-4 Beyer-Garratt locomotives were acquired and had 4 ft. dia. wheels, 180 lb. per sq. in. boiler pressure and 16½ in. \times 23 in. cylinders; tractive force at 85 per cent. b.p. was



Canadian-built "Province" class 2-8-2 locomotive

designed. These 4-6-2 engines, built by Naysmith Wilson & Co. Ltd., have cylinders of 18 in. dia. by 26 in. stroke, a boiler pressure of 180 lb. per sq. in., and 5-ft. dia. driving wheels. The class has ample boiler capacity, though in handling the increasing weight of passenger trains, could do with a somewhat higher drawbar pull.

The early fallacy that a big cylinder was required, regardless of boiler capacity, was exemplified in a 4-8-0 class of engine for the 60-lb. track. This class, which had 3 ft. 9 in. wheels, 160 lb. per sq. in. boiler pressure and 20 in. \times 24 in. cylinders served by a small boiler, regularly ran themselves out of breath. In an attempt to improve matters, a number of the engines was shipped to England for conversion to the 4-8-2 wheel arrangement, smaller cylinders, and 180 lb. per sq. in. pressure; as with many other patchwork jobs, however, they never have been really successful. When Major M. P. Sells became Chief Mechanical Engineer, he designed an addition to the class, which had augmented boiler capacity, and he rebuilt some of the original 4-8-0s with cylinders lined up to 19 in., a larger boiler, 180 lb. per sq. in. pressure, and new valve gear. These engines have given greatly improved performance.

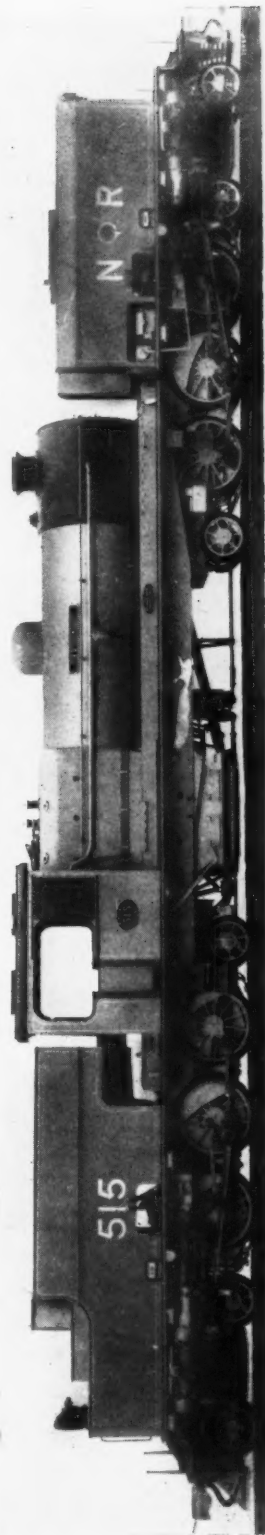
Five heavy 2-8-2 locomotives, which were acquired for the then newly-laid 80-lb. track sections, had 18 in. \times 28 in. cylinders, 180 lb. per sq. in. boiler pressure

39,900 lb. As this class of eight-coupled Beyer-Garratt was unable to traverse the 160-mile section of 45-lb. track between Jebba and Minna, without having to stop for refuelling, they were assigned to the 87-mile section of similar track between Zaria and Kano, where they have done valuable work.

In 1935, a six-coupled Beyer-Garratt was designed for the Jebba-Minna section of 45-lb. track and had a slightly greater tractive force than the 4-8-2 60-lb. track engines working at either end of the section. These locomotives have 4 ft. dia. wheels, 225 lb. boiler pressure and 12½ in. \times 26 in. cylinders; tractive force at 85 per cent. b.p. is 33,680 lb. The engines have roller bearings for bogies and carrying wheels, and axle loading is limited to 9½ tons. Twenty of the class have been supplied to the railway and also are used to haul through-trains over the 80, 60, and 45-lb. sections of track. It was stated by the late Mr. C. Rooke, who was General Manager during the war, that the class gave "yeoman war service."

Another addition to the locomotive stock during Major Sells' regime comprised a successful rebuild in the Ebute Metta shops. Thirteen elderly 4-6-0s were converted into 4-6-4 tank engines, and with lengthened boilers and new valve gear have given good service.

During the recent war, when the Nigerian Railway was called on to haul



Six-coupled Beyer-Garratt locomotive, designed for the Jebba-Minna section



Suburban train in Lagos area, hauled by a 4-6-4 tank engine. To brighten-up well-worn stock a temporary coat of aluminium paint has been applied

large tonnages of military supplies for the air service from Kano to the Sudan and Egypt, the locomotive stock was used heavily, though many of the older engines already were due to be written off. Some locomotives were supplied by the War Department, but these cannot be regarded as a continuation of the railway's locomotive policy. To meet the urgent post-war need for motive power, 2-8-2 type engines were ordered from the Canadian Locomotive Company, Montreal, and have proved very

satisfactory. These engines, which have a tractive force of some 29,000 lb., are named after Canadian Provinces and a further ten are on order.

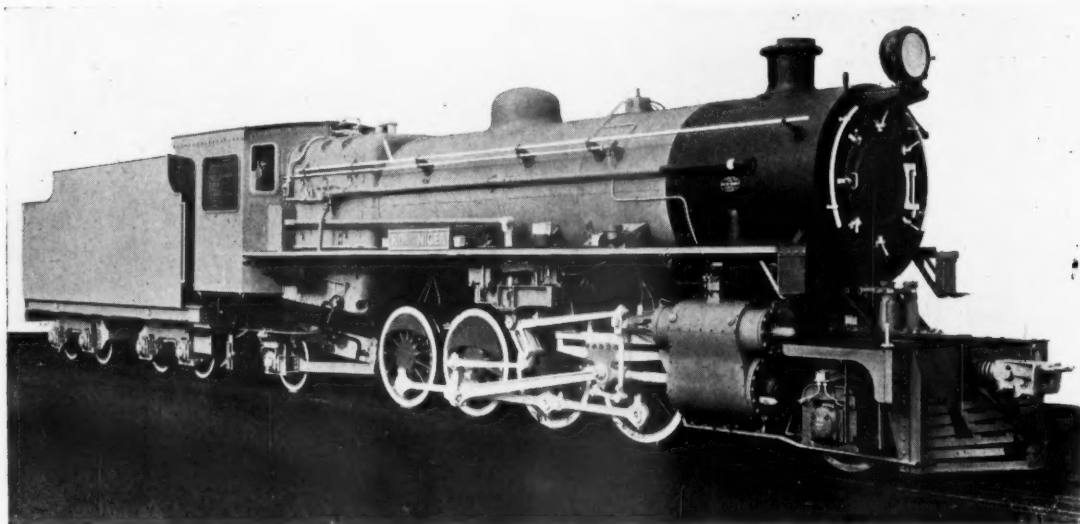
Now that the 45 lb. track relaying is so far advanced, it has become possible to design a standard non-articulated freight locomotive and the 2-8-2 locomotive illustrated has been designed by Mr. T. B. Welch, the present Chief Mechanical Engineer. The engine has roller bearings for the carrying wheels and with two 18 in. x

26 in. cylinders, 200 lb. per sq. in. boiler pressure, and 4 ft. driving wheels, the tractive force at 85 per cent. b.p. is 22,800 lb., which is similar to the pre-war minimum figure for 4-8-2 and 2-8-2 engines of 29,458 lb. The adhesion factor for the engines of 3.86 probably has been the determining figure; axle load for the 60 lb. track being kept down to 13 tons.

For these 2-8-2s, which were referred to in *The Railway Gazette* of May 7, and July 30, 1948, the ratio of tractive force at 85 per cent. b.p. divided by grate area (38 sq. ft.) is 784, and tractive force at 85 per cent. b.p. divided by boiler heating surface (1,995 sq. ft.) is 14.9; both these ratios promise good steaming and, with their long valve travel of 6½ in. and ample boiler capacity, the engines should display sustained drawbar pull at a high tractive force relative to speed.

It is the practice of the Nigerian Railway to name its locomotives and, so far, the names, or titles, of persons have been chosen; where the titles of local Chiefs have been used, it has been customary to send each Chief a framed photograph of the engine named after him. The new 2-8-2 locomotives will comprise the "River" class and the first has been named *River Niger*.

At the close of the 1947-48 financial year, the railway's capital expenditure stood at £23,160,046. Operating receipts totalled £4,785,056 and operating expenditure £3,075,893, giving an operating ratio of 63.78 per cent. and providing an operating surplus of £1,709,163 to meet interest, renewals and other charges.



2-8-2 "River" class locomotive designed by Mr. T. B. Welch and built by Vulcan Foundry Limited

SOUTHERN REGION COMMERCIAL TRAINING CLASSES.—The Southern Region has embarked on an extensive programme of training in commercial subjects. Classes have been inaugurated at 30 centres throughout the Region and the syllabus of training comprises five courses: specialised headquarters subjects, including principles of charging freight and passenger traffic, claims prevention, co-operation with road transport; elementary station accounts; advanced station accounts; London depots freight working; and London depots continental freight working and centralised goods accountancy. At each centre, lectures are

repeated every second week to allow staff working early and late turns of duty to attend. In London, lectures are given by members of the staff whose work brings them in close contact with the subjects in which they will instruct. In the provinces, tutors have been selected from the more experienced clerical staff. The problem of arranging tuition so that a common standard for examination purposes can be applied has been overcome by providing tutors with notes on each subject, which, although comprehensive, permit them to exercise individuality in preparing lectures. Classes will be continued throughout the winter, and on

conclusion of the courses candidates may take examinations. Those most successful candidates will receive monetary awards.

NEW TERRITORIAL RAILWAY CONSTRUCTION UNIT.—A Railway Construction Squadron is being formed by 133 Construction Regiment, R.E. (T.A.). The new squadron will be located temporarily at Peel Green, Eccles, until new headquarters are built at Failsworth. Full details may be obtained from H.Q., 133 Construction Regiment R.E. (T.A.), at No. 1 Hutted Camp, Peel Green, Eccles (telephone: Eccles 2072).

Western Region "1500" Class Tank Engines

Latest batch of 0-6-0 shunting locomotives, with outside cylinders and Walschaerts valve gear

A SERIES of ten 0-6-0 tank locomotives for continuous heavy-duty yard shunting have been completed at Swindon Works, to the designs of Mr. F. W. Hawksworth, Chief Mechanical Engineer, British Railways, Western Region. They differ from previous practice on the Western Region by having outside cylinders and Walschaerts valve gear, as with this arrangement, practically the whole of the running gear is readily accessible from ground level. The engine can be prepared, and all periodical examinations carried out without recourse to a pit, and this is

particularly valuable in enabling long periods of shunting to be performed before the engine has to return to shed.

Other than the arrangement of valve gear and the outside cylinders on a six-coupled shunting engine, the design follows standard Western Region practice. The cylinders are 17½ in. dia. by 24 in. stroke, with 8 in. dia. piston valves above the cylinders. The frames are of steel plate 1½ in. thick, and all axles have journals 8 in. dia. and 10 in. long; the overall length is 33 ft. with a wheelbase of 12 ft. 10 in. The engine can negotiate

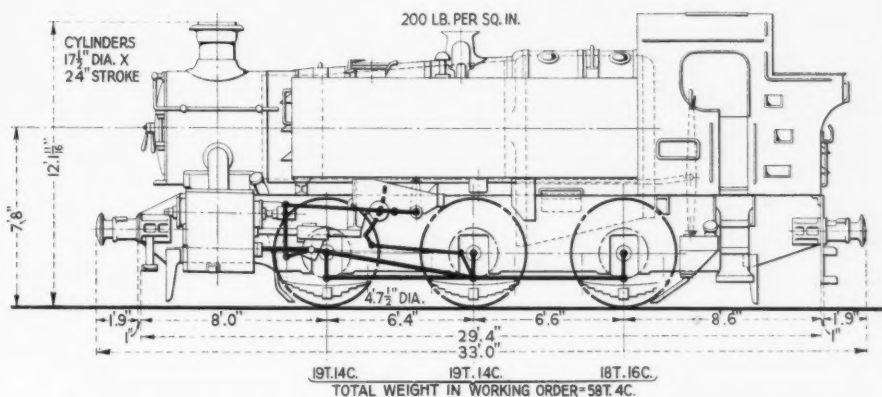
a 3½-ch. curve at normal speed, or a 3-ch. curve at slow speed. It is fitted with a Great Western Railway standard No. 10 boiler, of the same class as that fitted to the "9400" and "2200" class 0-6-0 engines and the re-boilered Taff Vale "A" class.

Leading dimensions of the locomotives are as follow:—

Coupled wheels dia.	4 ft. 7½ in.
Cylinders	17½ in. × 24 in.
Boiler pressure	200 lb. per sq. in.
Heating surface:—	
Firebox	101.7 sq. ft.
Tubes	1,245.7 sq. ft.
Total	1,347.4 sq. ft.
Grate area	17.4 sq. ft.
Tractive effort	22,515 lb.
Water capacity	1,350 gal.
Coal capacity	3 tons 5 cwt.



Western Region "1500" class 0-6-0 tank engine



Outline drawing of the new shunting engines, which have Walschaerts valve gear

INSTITUTE OF TRANSPORT: VICTORIAN SECTION.—The directors of the Yellow Express Carriers Limited, Melbourne, have sent a cheque for £50 to the Chairman of the newly-formed Victorian Section of the Institute of Transport, as an expression of the interest felt by the company in the work of the Institute and as an encouragement to its progress in Victoria. The President of the Institute has written to the Chairman of the company, Mr.

F. G. Harding, to express his personal thanks for the gift.

RADIO CARS FOR RAILWAY POLICE.—Eleven British Railways Police vehicles are to be equipped with two-way wireless sets for quicker communication with the London area headquarters. Control will be exercised by the Chief Officer (Police) at the Railway Executive, through a fixed radio

station at Euston House, London, N.W. Mobile transmitting and receiving sets are being installed in six vans and five police cars and will be effective over an area within 10 or 12 miles of Euston. There are about 120 prosecutions a week for larceny on British Railways, but recent efforts to reduce losses on this account have resulted in a decrease of about 35 per cent. in the value of claims paid by the railways, as compared with last year.

At the International Timetable Conference Dinner

(See article on page 485)



Showing (left to right) Mr. F. Q. Den Hollander (President, Netherlands Railways); Mrs. Den Hollander; Lady Missenden; and Sir Eustace Missenden, Chairman of the Railway Executive



Showing (left to right) Mrs. Upmark; Mr. R. H. Hacker, Railway Executive; Mrs. Lucchini; Mr. C. Lucchini (Swiss Federal Railways and President of the Conference); Mr. Alfred Barnes (Minister of Transport); and Mrs. Barnes



Sir Eustace Missenden, Chairman of the Railway Executive, speaking at the dinner given by British Railways to the International Timetable Conference at Brighton on October 12



Sir Cyril Hurcomb, Chairman B.I.C., and Dr. Cottier, Swiss Federal Railways

RAILWAY NEWS SECTION

PERSONAL

Sir Cyril Hurcomb, Chairman of the British Transport Commission, is shortly making a trip to the West of England, and intends to visit transport centres there on October 24 and 25.

Mr. J. H. Brebner, Chief Public Relations & Publicity Officer of the British Transport Commission, has been awarded the Medaille d'Argent Reconnaissance Française.

Mr. Donald Gordon, Deputy Governor of the Bank of Canada, has been appointed to succeed Mr. R. C. Vaughan as Chairman & President of Canadian National Railways when Mr. Vaughan retires from those posts on January 1 next.

Mr. Peter Masefield has been appointed Chief Executive, and a member of the board, of British European Airways.

Mr. S. C. Little, General Manager of the Sligo, Leitrim & Northern Counties Railway, has been elected Chairman of the Managers' Conference of the Irish Railway Clearing House for 1950.

Mr. H. P. Bridge has resigned from the board of Thomas De La Rue & Co., Ltd.

LONDON MIDLAND REGION APPOINTMENTS
The following appointments are announced in the London Midland Region, British Railways:—

Dr. G. E. Graves Peirce, Medical Officer, London, to be Medical Officer, London Midland Region, Euston.

Mr. H. Eccles, Station Working Assistant to Operating Superintendent, to be London District Goods Manager, in succession to Mr. E. S. Hunt, recently appointed Assistant Chief Regional Officer.

Mr. G. F. Kent, District Engineer, Leeds, to be District Engineer, Liverpool.

Mr. W. F. P. Thompson, Assistant District Operating Superintendent, Gloucester, to be Assistant District Operating Superintendent, Preston.

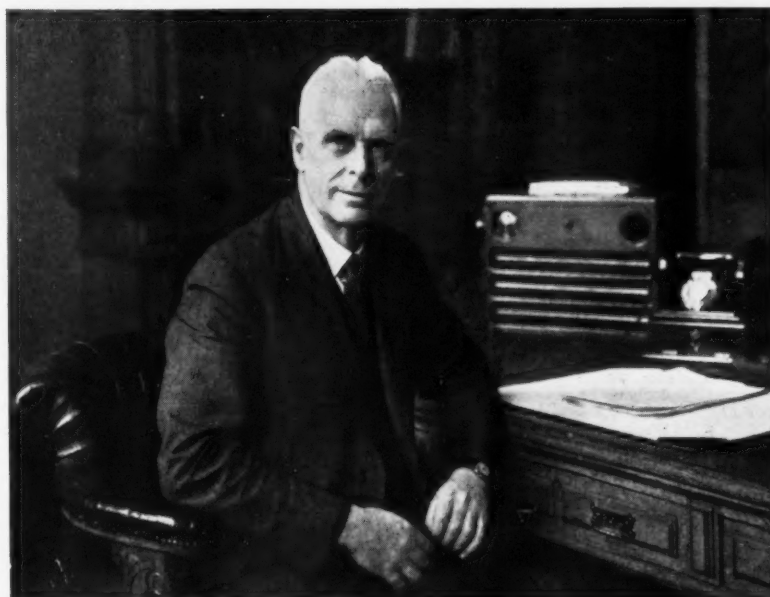
Mr. H. Hastings, Senior Inspector, Chief Mechanical Engineer's (Carriage & Wagon) Department, London, to be Divisional Carriage & Wagon Outdoor Assistant, Manchester.

The Chairman of the British Transport Commission, Sir Cyril Hurcomb, accompanied by the chief officers of the Commission, on October 17 received the Belgian Economic Delegation which is now visiting this country. The delegates, who are the editors of leading financial and commercial newspapers in Belgium, discussed the financial structure and the general policy of the Commission in regard to the national transport undertaking in Great Britain. The meeting was one of a series arranged with Government departments and with the boards of other nationalised undertakings, in view of the special interest shown in Belgium in British economic policy. The delegates are:—

M. George Bastin, Chief Editor of *Cote Libre*, and President of the Union de la Presse Quotidienne, Economique, Industrielle et Financière; M. Yves Rouget, Managing Director of *Courrier de la Bourse et de la Banque*, and Vice-President of the U.P.Q.E.I.F.; M. Marcel Kruger, Editor of *Echo de la Bourse*; M. Guy Mussche, Editor of *Moniteur des Interets Matériels*; M. René Tassier, Editor of *Informateur Economique et Financier*; M. Robert Schroevers, Editor of *Avond-Echo*, Antwerp.

Lt.-Colonel Norman Charles Harris, C.M.G., D.S.O., M.C., M.Sc., Chairman of the Railways Commissioners of the State of Victoria, who, as recorded in our September 23 issue, is retiring shortly, is the son of Mr. C. J. Harris, formerly Superintendent of Refreshment Services, Victorian Government Railways. He was educated at Scotch College, Melbourne, and at McGill University, Montreal, where he combined an engineering course with a special apprenticeship to the Canadian Pacific Railway; after graduating as Master of Science, he remained for a time with

The Minister of Transport has re-appointed Sir Alan Rae Smith and Sir Harold Barton to be the auditors of the accounts of the British Transport Commission for the year ending December 31, 1949. Sir Alan Rae Smith, who is a Partner in the firm of Deloitte, Plender, Griffiths & Company, was from 1939 Financial Adviser, successively, to the Ministry of Shipping, Ministry of War Transport and Ministry of Transport. Sir Harold Barton is Senior Partner in Barton, Mayhew & Company, and was President of the Institute of Chartered Accountants in 1944-45.



Lt.-Colonel N. C. Harris

Chairman of the Railways Commissioners, State of Victoria who is retiring shortly

the C.P.R. as a member of the workshops staff. In 1911 he returned to Australia, and served as Assistant Engineer with the Hydro-Electric Company of Tasmania. Two years later he joined the Victorian Government Railways as a draughtsman. He served from 1915 to 1919 with the Australian Engineers, in Egypt and France, as Lieutenant, Captain and Major, successively, gaining the D.S.O. and the M.C. On returning to Australia, he was promoted Lt.-Colonel, first of Engineers, and later on the General Staff. Resuming duties with the Victorian Government Railways, he was appointed Assistant Chief Mechanical Engineer in 1922, Chief Mechanical Engineer in 1928, Commissioner in 1933, and Chairman of Commissioners in 1940, which office he will vacate in January next. During the recent war he was a member of the War Railway Committee, Chairman of the Transport Sub-Committee of the State Emergency Council for Civil Defence in drawing up emergency defence plans, a member of the Board of Area Management, Ministry of Munitions, and was associated with many other defence projects.

Mr. E. A. W. Turbett, Assistant Chief Mechanical Engineer, Southern Region, British Railways, retired on September 30.

MEMORIAL SERVICE FOR SIR HERBERT WALKER

A memorial service for Sir Herbert Walker, General Manager of the Southern Railway from 1923-37, and afterwards a Director, was held on October 19 at St. Martin-in-the-Fields. Those present, in addition to family mourners, included:—

Sir Cyril Hurcomb, Chairman, British Transport Commission; Mr. Frank Gilbert, Principal Staff Officer, B.T.C. (also representing Mr. John Benstead, Deputy-Chairman, and Mr. Miles Beevor, Chief Secretary & Legal Adviser); Mr. E. Tringham (representing Sir Eustace Missenden, Chairman, Railway Executive); Messrs. V. M. Barrington-Ward, Member, Railway Executive, George Morton, Chief Financial Officer, A. Endicott, Chief Estate & Rating Surveyor, H. A. Short, Acting Chief Officer (Docks), J. L. Harrington, Chief Officer (Administration), and other officers of the Railway Executive; Mr. C. G. Page, Secretary, London Transport Executive (also representing Lord Latham, Chairman); Mr. John Cliff, Deputy-Chairman, and Mr. L. C. Hawkins, Member, London Transport Executive; Mr. S. Kennedy, Member, Road Passenger Executive; Mr. John Elliot, Chief Regional Officer, Southern Region, British Railways (also representing Mr. E. C. Cox, former Traffic Manager, Southern Railway); Messrs. R. M. T. Richards, Deputy Chief Regional Officer, V. A. M. Robertson, Chief Civil Engineer,



Mr. A. E. Sewell

Appointed a Permanent Member of the Transport Tribunal

R. P. Biddle, Docks & Marine Manager, and a number of other officers of the Southern Region; Lt.-Colonel Sir Alan Mount, lately Chief Inspecting Officer of Railways, Ministry of Transport; Brigadier C. A. Langley, Inspecting Officer of Railways, Ministry of Transport; Colonel Sir Eric Gore Browne, formerly Chairman, Southern Railway Company, Mr. Henry Brooke, formerly Deputy Chairman, Sir Francis Dent, and Mr. E. B. Baring, formerly Directors; Brigadier L. F. S. Dawes, formerly Secretary (also representing those former Directors, unable to be present), Major-General G. S. Szlumper, formerly General Manager, and many other former officers of the Southern Railway; Mr. Stanley Adams, Chairman, Thos. Cook & Son Ltd. and Pullman Car Co. Ltd.; Messrs. F. D. M. Harding, General Manager, and E. J. Morris, Secretary, Pullman Car Co. Ltd.; Mr. A. J. Boyd, Managing Director, Metropolitan-Cammell Carriage & Wagon Co. Ltd.; Mr. C. E. R. Sherrington, Secretary, Railway Research Service; Mr. Charles Bostock, General Manager, Hay's Wharf Cartage Co. Ltd.; Mr. D. R. Lamb (representing the Institute of Transport); Lt.-Colonel P. M. Brooke-Hitching; Colonel F. A. Cortez-Leigh, formerly Chief Electrical Engineer, L.M.S.R.; Mr. W. P. Bradbury, lately Chief Commercial Manager, L.M. Region; Mr. Ernest Painter, formerly Secretary, Railway Clearing House.

Mr. A. E. Sewell, M.Inst.T., Charges Adviser to the British Transport Commission, who, as recorded in our October 14 issue, retired from that position on September 30, and has taken up an appointment, as from October 1, as a Permanent Member of the Transport Tribunal until September 30, 1954, was born at Whitby and educated at Ackworth School and at Bootham School, York. Mr. Sewell joined the North Eastern Railway in 1903, and, after gaining experience in various stations and departments, was appointed to a post in the General Manager's Office, subsequently being placed in charge of the Parcels Section of the Passenger Manager's Office. Later he was promoted to the Chief Goods Manager's Office and from July, 1921, to April, 1922, was released to act as Secretary to the Committee of Goods & Mineral Managers of the "Eastern Group Companies," which was appointed to co-ordinate the arrangements of the seven component companies in anticipation of amalgamation. In 1923 Mr. Sewell was appointed Rates Assistant to the Goods



Mr. R. A. Smeddle

Appointed Deputy Mechanical & Electrical Engineer, Southern Region, British Railways

Manager, North Eastern Area, L.N.E.R., and in 1928 was promoted to be Assistant Goods Manager, Southern Area. He was appointed Goods Manager, Southern Scottish Area, in 1934, and, on the formation of the Scottish Area on January 1, 1939, became Goods Manager for that area. He was Chairman of the Railway Clearing House Goods Manager's Conference in 1939 and 1940. In September, 1942, Mr. Sewell, who had been also the Railway Chairman of the Road-Rail Central Conference since its inception in February, 1939, was released from his Scottish duties to give his full time on behalf of the four main-line railways to the work of the Conference, and his appointment as Joint (Railway) Chairman was made permanent in July, 1945, when he relinquished the post of Goods Manager, Scottish Area, L.N.E.R. In November, 1947, he was appointed Charges Adviser to the British Transport Commission.

Mr. R. A. Smeddle, M.I.Loco.E., who, as recorded in our September 30 issue, has been appointed Deputy Mechanical & Electrical Engineer, Southern Region, British Railways, has hitherto been Mechanical Engineer, Darlington, North Eastern Region. He was educated at Aysgarth and Harrow, and served in the Royal Field Artillery in France during the latter part of the 1914-18 war, and in the Army of Occupation. Towards the end of 1919 he became a pupil of Sir Vincent Raven, and later was a pupil of Sir Nigel Gresley. Subsequently he had experience in the Running Department of the L.N.E.R. at Leeds and in the Traffic Department at York. In 1925 Mr. Smeddle was appointed Assistant Works Manager at Cowlairs, and, in 1928, Assistant Carriage & Wagon Works Manager at York. He was transferred to London as Outdoor Carriage & Wagon Assistant in 1929, and in 1931 returned to Cowlairs, as Works Manager. In 1936 he was made Locomotive Works Manager, Darlington, and held that position until 1941, when, under the reorganisation of the Chief Mechanical Engineer's Department, he was appointed Mechanical Engineer, Darlington, with control of the North Road, Faverdale, Shildon, and Walker Gate shops. In 1945 the carriage



Mr. E. J. M. Hayward

Appointed an Assistant Traffic Superintendent, East African Railways & Harbours

and wagon building and repair shops at York were added to Mr. Smeddle's responsibilities.

Mr. E. J. M. Hayward, who has been appointed Assistant Traffic Superintendent, East African Railways & Harbours (Tanganyika Section), is 31 years of age, and was educated at Monkton Combe School. He joined the Great Western Railway in the Traffic Department in 1935, and served in the Bristol Divisional Superintendent's Office. In December, 1939, he was commissioned in the Royal Engineers (Transportation), and saw service with the B.E.F. in France. In 1941 he went to Persia, where in 1942 he became Staff Captain, Transportation Directorate. In the next year he was posted to 192 Railway Operating Company, R.E., and shortly afterwards was seconded as Assistant Traffic Superintendent, Iraqi State Railways. Later he saw service in Italy, having landed at Salerno, and in October, 1944, was appointed Staff Captain, Operating Transportation Directorate, Rome, and, in September, 1945, D.A.D. Tn. Milan. He was demobilised in May, 1946, and in July of that year returned to the G.W.R. in the Bristol Divisional Superintendent's Office. In February, 1947, he became a Traffic Department trainee.

At an informal meeting recently at Marylebone, a presentation was made to Mr. E. W. Belcher by the officers of the Hotels Executive of the British Transport Commission on the occasion of his departure to take up an appointment with the British Overseas Airways Corporation. Several speeches were made, and Mr. Belcher in his reply referred, among other matters, to his work with the Southern Railway, when he was Hotels & Catering Superintendent.

TRADERS' TRAFFIC CONFERENCE

At a recent meeting of the council of the Traders' Traffic Conference, Mr. H. R. Caulfield-Giles was elected Chairman for his tenth successive year. The Vice-Chairman for the ensuing year is Mr. W. Ingleson, of Cadbury-Fry Joint Transport, Birmingham, and the Honorary Treasurer is Mr. A. W. H. Bowler, of the Clay Cross Co. Ltd., Chesterfield, succeeding Mr. John Allsopp, who has retired.

International Timetable & Through Carriage Conference

British Railways dinner to delegates

On Wednesday, October 12, British Railways gave a dinner to the delegates to the International Timetable & Through Carriage Conference, which was held at Brighton from October 5 to October 15. The function was held at the Metropole Hotel, Brighton. Sir Eustace Missenden, Chairman, Railway Executive, president.

Sir Eustace Missenden proposed the Loyal Toast, and also the toast of "The Sovereigns and Heads of States' Representatives," and then introduced Mr. Alfred Barnes.

Mr. Alfred Barnes, M.P., Minister of Transport, welcomed the delegates and referred to the experiment of integration and co-ordination of transport which was being undertaken in this country under the Transport Act, 1947. He told delegates that he had been responsible for the introduction of this Act, and that in a month's time he would achieve a record for having held the office of British Minister of Transport longer than any of his predecessors.

M. Cesare Lucchini, of the Swiss Delegation, and President of the Conference, who replied, thanked British Railways for the hospitality that the delegates had enjoyed and paid tribute to the successful organisation of the conference arrangements.

Sometimes railway authorities were reproached for bureaucratic methods, continued M. Lucchini. He did not think that this was justified, in view of the enormous amount of reconstruction which had been accomplished in the different countries of Europe since the war. Moreover, the particularly expeditious manner in which the work of the Conference had been achieved did not point to a bureaucratic spirit.

All railways at the present time, in effect, had to face the same problems and overcome the same difficulties. They had to show resourcefulness and co-operation

if they were to carry out successfully the great programme of modernisation and improvements which they had in hand. It was also necessary that the railways should be able to rely on the understanding and support of Government representatives and inter-governmental organisations.

Great Britain, which had already given so many admirable examples of resourcefulness, was engaged on an entirely new road as regards transport. Other railway administrations would follow her experience with great interest, and he expressed the sincere wishes of the delegates for success in the experiment Great Britain had undertaken.

Sir Cyril Hurcomb, Chairman of the British Transport Commission, thanked the Mayor and Corporation of Brighton for their kindness and generosity in placing the Royal Pavilion at the disposal of the Timetable Conference without fee or charge, and also for all the other facilities which the Corporation had so hospitably provided for the benefit of the delegates. Sir Eustace Missenden and his colleagues in the Railway Executive were most grateful for this assistance to them as hosts to the countries drawn from all over Europe which had been represented at the conference, and the British Transport Commission shared that gratitude.

The British Transport Commission realised the importance of the work of the Conference, which was so essential to the successful development of travel over a large part of the globe. If delays at frontiers, and in making connections, could be reduced to a minimum, and if the punctuality of trains could be increased, something would be done to balance these hindrances to travel over which railway administrations had no control, such as the formalities of customs, the immigration laws, and control of exchange. The British Transport Commission, and all those concerned with rail-

way administration in Great Britain, were glad to know that the labours in conference had been fruitful of results, and were glad to see so many colleagues from abroad visiting this country.

They were anxious to improve the standard of service and convenience offered to visitors on their arrival or departure. They did not want them to suffer delays or discomforts when they landed here after the rapid, though often long, journeys which they had to take on the other side. It was also desirable to encourage our own people to visit Continental countries as they had done in such large numbers and so frequently in the past. But such traffic should be reciprocal and balanced if it was to bring the maximum advantage to railway administrations and to the cause of international amity.

Alderman Ernest Marsh, J.P., the Mayor of Brighton, who replied briefly, thanked Sir Cyril Hurcomb for his references to the efforts which the Corporation had made to make pleasant the stay of the delegates. He understood that it would be a good many years before the Conference was again held in this country, but he hoped that the delegates who had seen Brighton and its neighbourhood might feel inclined to visit it in the meantime.

INSTITUTE OF TRANSPORT.—Among the papers to be read before the Institute of Transport during the session 1949-50 will be "Some Thoughts on Railway Motive Power" by Sir Eustace Missenden, Chairman, Railway Executive to be given on November 21, at the Jarvis Hall (R.I.B.A.), 66, Portland Place, London, W.1; on March 20, Messrs. J. Courtney, Chief Engineer, and J. W. Hutton, Chief Traffic Manager, Northern Ireland Road Transport Board, will read a paper on "Progress in the Co-ordination of Road and Railway Transport in Northern Ireland." At informal luncheons, on February 28 and April 18, the respective speakers will be Lord Latham, Chairman, London Transport Executive, and Sir Miles Thomas, Chairman, British Overseas Airways Corporation.



Sir Eustace Missenden, Mr. Alfred Barnes, Sir Cyril Hurcomb, Mr. Lucchini, and some of the guests at the dinner given by British Railways to delegates and guests at Brighton on October 12

Irish Transport Bill*

Summary of the principal clauses of a Bill for bringing the undertakings of Coras Iompair Eireann and the Grand Canal Company under public ownership

The text of the Transport Bill, 1949, which will effect the nationalisation of Coras Iompair Eireann and the Grand Canal Company, was published on October 15, and the main clauses of the Bill are summarised below. Under the Bill the two companies mentioned above will be dissolved and their undertakings united in a new Transport Board to be known by the existing name of Coras Iompair Eireann.

Part I of the Bill comprises the short title, definitions, repeals, and expenses sections. The Transport Act, 1944, empowered the Minister for Industry & Commerce to set up a Transport Advisory Committee to advise him on certain matters which he might refer to it under the Act. It was not found necessary to bring the Committee into use and it is now proposed to repeal the relevant sections of the 1944 Act. The Bill proposes that January 1, 1950, will be the date on which the new body will be established.

Part II provides that the new Board will consist of a Chairman and not more than five other members to be appointed by the Government. It is proposed that appointments will be for a period not exceeding five years, but that members will be eligible for re-appointment. Section 7 of Part II provides that members will hold office on terms and conditions to be fixed by the Government. It is provided that the Government will fix the remuneration of members.

Provision is made whereby the Board may co-opt the General Manager for the time being to be a Member of the Board and may at any time remove him from membership. The consent of the Minister for Industry & Commerce is required for such appointment or removal. It is proposed that members will be disqualified from being nominated for membership of either House of the Oireachtas.

GENERAL POWERS

The general powers and duties are set out in Part III. The Board is empowered to operate transport services and to carry on ancillary and supplementary businesses. Additional powers may be conferred by order of the Minister for Industry & Commerce subject to confirmation by resolution of each House. The Board is required to exercise its powers to provide an economical, efficient, and properly integrated system of transport for passengers and merchandise.

The Minister for Industry & Commerce may, under section 15, authorise compulsory acquisition of land for the purposes of the undertaking. There is also provision for compensation and for the settlement of disputes by arbitration. Section 17 empowers the Board to settle its classification of merchandise and conditions of carriage, and to fix its fares, rates, and charges.

Provision is made in section 18 under which the Board can terminate a service of trains on any section of line. Public prior notice of at least one month must be given. An adequate substitute road service must be provided. The Board is required to pay compensation consisting of a lump sum to an employee who suffers a worsening of conditions as a result of a transfer

to alternative employment. Compensation calculated in the manner set out in the fourth schedule must be paid if, in any case, the Board is unable to offer alternative employment. Any dispute is to be settled by arbitration.

Section 19 provides machinery for the abandonment of a railway line on which train services have not been operated for a period of at least twelve months subsequent to the establishment date.

COMPENSATION

Part IV provides for the transfer of the undertakings of Coras Iompair Eireann (1945) and the Grand Canal Company to the new Board. Holders of securities of these companies will be compensated by the conversion of their holdings into State guaranteed Transport Stock on the following basis:—

Securities of Coras Iompair Eireann (1945)	Transport Stock to be substituted for each £100 of securities of acquired company
3 per cent. guaranteed debenture stock, 1955-1960	£100 3 per cent. Transport Stock, 1955-1960
2½ per cent. guaranteed debenture stock, 1965-1975	£100 2½ per cent. Transport Stock, 1965-1975
Common stock	£80 3 per cent. Transport Stock, 1975-1985
Securities of the Grand Canal Company	Transport Stock to be substituted for each £100 of securities of acquired company
3 per cent. irredeemable debenture stock	£100 3 per cent. Transport Stock, 1975-1985
3 per cent. non-cumulative preference shares	£100 3 per cent. Transport Stock, 1975-1985
Ordinary shares	£100 3 per cent. Transport Stock, 1975-1985

The aggregate amount of Transport Stock to be substituted for securities of the acquired companies will be £16,405,764, consisting of £9,889,083 3 per cent. stock redeemable 1955-60, £3,000,000 2½ per cent. stock redeemable 1965-1975, and £3,516,681 3 per cent. stock redeemable 1975-1985.

Subject to the provisions of section 24 the Board and any person carrying on any transport undertaking wholly or partly within the State or providing transport facilities outside the State in connection with transport facilities within the State may, with the approval of the Minister and notwithstanding anything to the contrary contained in any enactment, deed, or instrument, enter into an arrangement providing for the acquisition or operation or the acquisition and operation by the Board on such terms as may be agreed on of the whole of the undertaking of the transferor or such part of that undertaking as may be specified in the arrangement.

As the new Board will be responsible for the operation of canal services it is considered desirable that power should be taken to transfer the River Shannon Navigation to the Board. This navigation is maintained by the Commissioners of Public Works and the Grand Canal Company has been the principal user.

Section 26 authorises the issue of Transport Stock for the purpose of providing money for: (i) carrying out any permanent work the cost of which is properly chargeable to capital; (ii) the redemption of any

Transport Stock; (iii) acquisition of any other transport undertaking; and (iv) any other purpose for which capital moneys are properly applicable. The aggregate stock to be issued for the purposes at (i) and (iv) may not exceed £7,000,000.

The Bill requires an annual statement to be laid before each House, giving particulars of Transport Stock issued, the extent, if any, to which the State guarantee has been called on, and the amount of stock outstanding. Section 31 requires the Board, after payment of interest on Transport Stock and other fixed charges and obligations, to allocate such sums as it thinks proper to a fund for the redemption of Transport Stock.

STAFF

Part VI provides for the transfer to the service of the Board of every person who was employed by either Coras Iompair Eireann (1945) or the Grand Canal Company immediately before the establishment date. The Board is prohibited from dispensing with the services of any permanent employee on the grounds of redundancy existing on the establishment date or resulting from the transfer of the two companies. To meet the case of any employees with long service who may be classed as temporary, this provision applies also to persons with a certain minimum period of continuous service with either company.

The Board will be free to transfer employees from one position in its service to another. Where, on the grounds of redundancy existing on the establishment date or resulting from the transfer of the two companies to the Board, an employee is transferred to alternative employment which results in a worsening of his conditions of service, he is entitled to compensation consisting of a lump sum.

There may be some cases of employees of the dissolved companies for whom no alternative employment can be found. The Bill provides that the services of such persons may be dispensed with subject to the payment of compensation calculated in the manner set out in the fourth schedule. Any dispute is to be settled by arbitration.

SUPERANNUATION SCHEMES

Provision is made for the continuance of existing superannuation schemes and for the establishment of new schemes where necessary. Appointment to clerical grades will be by means of open competitive examination with Irish as a compulsory subject. A certain proportion of vacancies may be reserved for competition limited to employees or ex-employees or their children.

Under this part of the Bill, certain existing Acts relating to railways, canals, and road transport are made applicable to the Board. The application of section 2 of the Railway & Canal Traffic Act, 1854, requires the Board to provide reasonable facilities for traffic and prohibits any undue preference for any class of traffic.

Part IX, section 59, provides that the Board shall pay to each person who was immediately before the establishment date a director of either dissolved undertaker a sum equal to (a) in case he was a director of one dissolved undertaker, only the fees received by him as director of that dissolved undertaker during the years 1948 and 1949; (b) in case he was a director of both dissolved undertakers, the fees received by him as director of each of the dissolved undertakers during the years 1948 and 1949.

This section does not apply to a director of either dissolved undertaker who becomes an original member of the Board.

* Transport Bill, 1949. Government Publications Sale Office, 3-4, College Street, Dublin. 2s.

British Railways: The Team Spirit

In a message to British Railways staff, Sir Eustace Missenden appeals for an all-out effort during the coming winter

Sir Eustace Missenden, Chairman of the Railway Executive, through the medium of the British Railways staff journals, draws attention to the fact that, now the summer is over, once again British Railways face the winter with its difficulties in traffic working, and, correspondingly, its opportunities for finding new ways of overcoming these difficulties. Soon, he says, we may expect fog and frost and snow, short days and long nights, peak freights, and Christmas traffic. It is under these conditions that the trained railwayman always shows at his best.

During the summer months we have provided a fine train service, all things considered, and it is, of course, somewhat disappointing to all of us that for one reason or another we have not conveyed as many passengers as we had hoped or carried as much tonnage in our freight trains. Nevertheless, my colleagues and I on the Railway Executive wish to thank all of you for your efforts. You have done well.

It is important that we should not be disheartened. Our country is going through a difficult time, and when that happens it always affects railway carryings. We should, each one of us, press on with our work to the utmost of our ability to improve our services and make them more efficient and less costly.

British Railways, now one of the biggest concerns in the Empire and the world, is nearing the end of its first two years of existence as a public service, and a great deal has been done towards unifying the four great systems into one.

It is a fact, continues Sir Eustace Missenden, that the railways are being worked more efficiently today than ever before, despite the handicaps of inferior coal, shortages of material, and in some cases trained staff. The progress we have made reflects credit on all, management and staff alike, for it is only by united effort that a great business like ours can hope to solve its problems and so serve the public best.

The message I would like to give to each one of you is this: I firmly believe that if every one of us pulls his or her weight every hour we are on duty, without any other thought but to improve our services, the effect will be surprising. It is equally true that each one of us who knowingly shirks his work, or allows it to become slovenly, acts as a brake on our progress, no matter what his position is in the service.

We have been through difficult times before—far more difficult in fact—and have always survived them, and I am confident that we shall do it again, but it does require conscious and continuous effort and hard work, both in our own interests and that of the nation we serve.

There are so many ways in which railway men and women can contribute that bit extra to the day's work, some by their brains, some by their hands, and often by both. I ask each one of you to apply this test to yourself, and I am confident of the response, whether it be by getting more business or handling it more efficiently when it has been obtained.

The Railway Executive, representing the management, and those in charge of the Regions, are determined that every man and woman who has something to contribute to the railway service shall feel that his or her suggestions or efforts will be

welcomed and encouraged in every way. It is our intention to take you all still closer into our confidence and to explain what our policy is, what our problems are, and how we propose to tackle them, so that every one of you will know how you fit into this great enterprise. You will be hearing much more about this in the near future.

British Railways are a partnership of management and staff; the old idea of "employer" and "employee" and all that it implied has gone for good. There are many in senior positions in the railway service today who have risen from the bottom; it is our hope (and it will be our endeavour to see to it) that in future there will be many more. We will provide the training and the opportunities; it is up to you to show that you are worthy.

Luck and chance must play a part in all our lives, but sooner or later, opportunity comes to the man who has prepared himself for it. British Railways will only succeed if there is a team spirit—remember that.

Another Cross-Channel Steamer Launched

At the Dumbarton shipyard of William Denny & Bros. Ltd., on October 7, Madame Lemaire, wife of M. M. Lemaire, President of the International Union of Railways, launched the new vessel *Brighton* which next Spring will join the fleet of steamers operating between Great Britain and the Continent.

This vessel is for the Newhaven-Dieppe service and will be jointly owned by the Société Nationale des Chemins de Fer Français (S.N.C.F.) and British Railways. The name *Brighton* has been borne by five previous vessels operating on this route and the new ship replaces one lost at Dieppe while serving as a hospital carrier in 1940.

The vessel has an overall length of 311 ft., breadth 40 ft. 6 in., depth 16 ft. 9 in., and a gross tonnage of about 2,500. She will carry 1,400 passengers and a crew of 74. Propulsion is by twin screws and each main propelling unit consists of one all-impulse type turbine with single-reduction gearing. The turbines will develop a total of 18,500 s.h.p. to give the vessel when fully loaded a speed of 24 knots. Steam will be supplied by two Foster Wheeler oil-fired boilers.

A large streamline funnel, constructed in aluminium, is arranged with air intakes to supply ventilating and boiler room forced-draught fans. An unencumbered boat deck is made possible by the elimination of ventilators of the type fitted in previous vessels, by the use of lifeboats carried in gravity-type davits at a height to give passengers clear walking space beneath, by fitting a pressure system for fresh and salt water services to obviate the need for gravity tanks on this deck, and by the use of a special platform for life-rafts built from the top of the deck-house.

A spacious smokeroom has been arranged at the forward end of the boat deck, and a large restaurant just abaft of midships on the upper deck, which extends the full breadth of the vessel and is fitted with large windows providing excellent natural lighting and a good view. On the boat deck is the entrance vestibule and

also the first class smokeroom and bar, while on the upper deck is the first class general lounge, together with a large buffet, private cabins, and a restaurant. On the main deck are eleven private cabins and the third class general lounge and buffet. There are also first and third class lounges on the lower deck.

Accommodation for officers is provided in cabins situated on the boat and bridge decks and members of the crew are housed in two-berth cabins on the main deck. Mechanical ventilation is provided throughout the ship and is arranged to give independent regulation of temperature in each public room and private cabin.

Future of Belfast & County Down Railway

The view that it would be a wrong step to remodel the Belfast & County Down Railway was expressed by Mr. J. Elliot, Chief Regional Officer, Southern Region, British Railways, when giving evidence on behalf of the Ulster Transport Authority at the Transport Tribunal in Belfast on October 10, when the hearing of the application by the U.T.A. to close certain sections of the railway was resumed.

Mr. Elliot said that the railway would not get back the passenger traffic because it did not go where the people wanted it to go. He did not think that more passengers could be secured for the railway except by stopping the bus service, and that would be a shocking thing to do.

He had been over the area and there was little sign of development in County Down to suggest an increase in the traffic potential. The numbers carried both by railway and road were infinitesimal and there was far too much transport for the area. In his opinion the Ulster Transport Authority was carrying out its public duty in making the application to have the railway closed.

When the cross-examination of Mr. A. Morrison, Chief Officer (Special Duties) of the Ulster Transport Authority, was continued, he told Mr. W. F. Patton, counsel for the East Downshire Steamship Company, that there had been no deliberate attempt to give the buses an advantage over the trains. They had considered keeping the railway line open between Belfast and Comber and had come to the conclusion that there was not a sufficient pool of traffic to justify its retention.

Mr. Patton asked if the U.T.A. had considered the possibility of keeping open the line between Downpatrick and Newcastle, and Mr. Morrison replied that the operation of a railway system cut off from Belfast had never occurred to him. The sooner the Ulster Transport Authority got rid of the luxury of duplicate services the sooner it would emerge from the present abnormal financial situation.

Asked by counsel whether about 100 workers would probably be unemployed if the railway were closed, Mr. Morrison said he thought the Authority could absorb most of them.

Mr. Morrison, concluding, said the Authority had estimated the break-up value of the sections of the County Down line in question at £180,000. They calculated that they could get sufficient from the sale of buildings, lands, equipment, sleepers, rails, and other assets to provide for the purchase of the additional vehicles required, and also leave something towards the cost of new buildings.

The figure was a net figure allowing for dismantling and for the charge of the transport of lines and other materials to Belfast. The gross figure estimated was £200,000 based on present-day values.

Major F. O. Pope, Chairman of the Ulster Transport Authority, said that they had reviewed the financial and economic position of the whole undertaking before making the application. The instructions in the Act of 1947 were clear. To carry them out it was necessary to adjust the services, but in the case of the County Down Railway, there was such a heavy loss that it affected the whole financial policy and structure of the undertaking.

Opening the case for Down County Council, Mr. F. A. L. Harrison, K.C., said that the council was recommending the introduction of 15 diesel railcars and 11 trailers to provide frequent services. The estimated cost was £306,000, less 10 per cent., with £2,500 for station modifications. They agreed that there was no time for experiment if it were of a wasteful character, but the method prescribed already had preserved rail traffic all over the world, and Sir James Milne had recommended it for the Great Northern Railway (Ireland).

The ground for the proposed discontinuance of the railway was that its losses put the whole financial structure of the Transport Authority in jeopardy. How could it be that less than 3 per cent. of the total passenger journeys, 2,000,000, could possibly put the whole financial structure of the Authority, involving 93,000,000 passenger journeys, in jeopardy? He submitted that the total cost of operating the diesel railcar services would be half the cost of operating the substituted bus services which the Authority proposed to run.

Mr. Morrison had made the point that the delay before the scheme was in operation would involve an accumulated loss of from £300,000 to £500,000. That admittedly was an important factor, and it was desirable that there should be no undue delay. They knew from Mr. Morrison, however, that delivery of the first of the cars might be expected within 12 months, with one a month thereafter. Some saving in time might be effected if the bodies of the vehicles were constructed in the authority's own works. The real consideration, however, was whether the capital that would be expended on the diesel cars would be remunerative. If it was remunerative by 1952 then the delay would have been justified.

The hearing was further adjourned.

Visit of French Railwaymen

On Thursday, September 22, a party of twenty-four French railwaymen from the Arras area arrived in Great Britain for a three-day visit to British Railways, Southern Region, Lecture & Debating Society.

The party was met at Victoria Station by Mr. A. T. Chapman, Stationmaster, and various officers of the Southern Society; a wreath was then laid by the party on the Central Side War Memorial at Victoria and a minute's silence observed. In the afternoon the party was conducted by Mr. R. A. Savill, Honorary Assistant Secretary, to Feltham marshalling yard and motive power depot.

On Friday, September 23, the party was taken for a coach tour of London, including a visit to Westminster Abbey, under the guidance of Mr. J. P. Maitland, Running Shed Superintendent, Nine Elms, and

in the evening was entertained to dinner at the Surrey Rooms, Waterloo, under the supervision of the Welfare Department.

Among those present were the following Southern Region officers: Messrs. O. W. Cromwell (in the Chair), Chief Officer for Labour & Establishment; H. B. Taylor, Assistant Operating Superintendent; J. Chitty, Welfare Officer; T. E. Chrimes, Motive Power Superintendent; as well as Mr. A. E. Hammett, Commercial Superintendent, London Midland Region, and the following honorary officers of the Society: Messrs. J. A. R. Turner, F. L. Back, K. W. B. Davies, and R. A. Savill. The party was welcomed by Mr. Cromwell, and M. Delassus replied suitably. He was followed by M. Casey who presented photographs of French railway subjects to Mr. Cromwell, Mr. Maitland, and Mr. Heritage, who replied. Thanks were also expressed to Mr. K. W. B. Davies for the detailed organisation of the visit.

On Saturday, the party visited Nine Elms motive power depot under the leadership of Mr. Maitland, and later went on a visit to Windsor Castle. The party returned to France on Saturday night by the night ferry.

Double-Tracking of a Swiss Main Line

The main line traversing Switzerland from Geneva via Lausanne, Fribourg, Berne, Zürich to Romanshorn, on Lake Constance, is now double-tracked over its whole length, with the exception of about 16 kilometres of single line between Romont and Fribourg. This section is now being reconstructed, and a first length of line, between Matran and Fribourg, was to be opened as a double-track line with the beginning of the winter timetable.

The reconstruction of the line, which now carries 64 regular trains a day, is

long overdue. It was even envisaged in 1852, when the cantons of Berne, Vaud, Fribourg, and Geneva signed an agreement on the construction of railways through their territories, and the necessary land was acquired from the beginning, but to minimise the initial cost of construction the original single-track line was laid out on whichever side of the double-track formation line the earthworks were easier. In consequence, interference with the running line is unavoidable during the present reconstruction, and night trains have been diverted via Payerne and Palézieux on several occasions to give the engineers a five hours possession of the line.

IMPROVED CURVATURE

On the Matran-Fribourg section the opportunity was taken to improve the general curvature of the line so that the maximum speed over the section could be increased from 60 to 62½ m.p.h., which is of importance for the further acceleration of the lightweight expresses running between Geneva, Berne, and Zürich. The minimum curve radius is now being increased to 465 metres. A further increase to 520 metres, which would have permitted a speed increase to 65 m.p.h., would have incurred prohibitive costs. On the same section, two out of three existing level crossings are being replaced by overbridges and underbridges. An existing bridge near Fribourg Station is being widened and at the intermediate station pedestrian subways are being built.

Work has also begun on double-tracking the three-mile section between Romont and Saint Pierre which will be ready for operation with the beginning of the summer timetable, 1950, but not before 1954 will the whole line be completely double-tracked. As the work proceeds, daylight signalling with route indication is being installed.

B.T.C. Police First Aid Competition



Four members of the Portsmouth team and officials after the presentation of the St. John Ambulance Association challenge shield at the finals of the first B.T.C. Police National First Aid Competition held at Euston on October 11. In the group are, left to right, P.C. C. Saunders; Sgt. M. K. Spooner, Captain of the winning team; Mr. W. B. Richards, Chief Officer (Police), Railway Executive; Lady Mountbatten, Superintendent-in-Chief, St. John Ambulance Brigade; Mr. R. M. T. Richards, Deputy Chief Regional Officer, Southern Region, British Railways; P.C. A. L. Penny; and P.C. V. L. Bishop (see last week's issue)

Staff & Labour Matters

Decision No. 48 (Ch.) by Chairman of Railway Staff National Tribunal

Sir John Forster, Chairman of the Railway Staff National Tribunal, announced his decision, No. 48, on September 8, in connection with a claim from the National Union of Railwaymen which was submitted under the provisions of paragraph 53, Appendix, Part V, of the Machinery of Negotiation for Railway Staff of February 26, 1935, and under the procedure laid down in paragraph 52(c) of that Appendix.

The claim was that staff called on to handle certain traffics of a dirty or obnoxious character should be paid a special allowance and be provided, where necessary, with protective clothing in the form of overalls, gloves, and goggles. The list named 71 traffics in all, and included such goods as bales of bacon, cement, empty fish boxes, hides and skins, poultry meal, whitening, and zinc oxide. The staff involved in the claim are, generally speaking, employed in the Goods & Cartage and Traffic Departments, the extent to which the various types of traffic are handled, and the regularity with which they are handled varying according to the size of the station or depot.

In presenting the case, it was contended by the N.U.R. that the various kinds of traffic referred to are either dirty or obnoxious, or in some instances both, and that it is unreasonable for the staff to be paid at the same rates for handling such traffic as for clean traffic. It was stated that some of the grades required to handle the traffics are not supplied with uniform clothing and that protective clothing is not issued in all cases. The claim was supported by the practice in outside industries, particularly at the docks, and, in effect, the establishment of a principle was sought; if this principle were conceded, difficulties of application could be dealt with.

In reply, the Railway Executive contended that it would be an entirely new principle to introduce a system of differential remuneration based on the clean or dirty nature of the traffic handled. The existing wage structure of staff handling goods on the railways is related to, and takes into consideration the wide range of, commodities, including a certain amount of dirty traffic, which such staffs are required to handle. The staffs are normally called on to touch with their hands very few of the articles included in the claim, and many of the commodities are packed in various kinds of container so that they are not objectionable to handle. It is the practice to supply protective clothing where it is considered that the circumstances justify such a course.

The decision of the Chairman of the Railway Staff National Tribunal states:—"The claim is so widely drawn and completely lacking in definition as to be impracticable of application. Handling of a commodity included in the list, however packed and however small in quantity, would, as the claim stands, attract an allowance, and it would be payable, for example, to a van guard carrying a 7-lb. packet of sulphur into a shop or to a goods porter handling a case of sardines, for in the latter instance sardines would come under the generic term of "fish" which the claim uses.

"Many of the traffics mentioned are first packed in small packets in which they are ultimately to be sold to the public, and crated for rail transport purposes. The handling of such crates would also justify the payment of the proposed allowance despite the fact that the railwayman never

came in contact with the actual commodity itself.

"With regard to the claim for protective clothing which it is urged should be on a personal issue basis, it should be pointed out that few, if any, of the staff in the Goods & Cartage and Traffic Departments of the Railway Executive will not in the course of their duty occasionally handle one or other of the commodities set out in the claim. It would therefore be necessary, if the claim were admitted, for the Railway Executive to provide every individual in the departments concerned with protective clothing on a personal basis, though for many the occasion to use it might not arise over a period of some months.

"While not accepting that the items against which protection is necessary are those enumerated in the claim, the general position is met by the existing practice of issuing protective clothing where necessary on a depot basis, but it is, I think, essential that the type and quantity of such clothes available at any depot would be such as will adequately meet the proper requirements.

"I have given careful consideration to the evidence and submissions of the parties and I award that the present claim has not been established."

Railway Shopmen

At a meeting in York on October 12, which lasted three hours, the executives of the trade unions affiliated to the Confederation of Shipbuilding & Engineering Unions decided to seek for a wage increase of £1 a week for railway shopmen. This brings the shopmen into line with the announcement made on September 16, that the general council of the Confederation of Shipbuilding & Engineering Unions proposed to press for a general increase of £1 a week in the pay of its constituents. There are 37 unions affiliated to the Confederation of Shipbuilding & Engineering Unions and the largest of these is the Amalgamated Engineering Union.

A number of railway shopmen are members of the National Union of Railwaymen and the position thus becomes exceedingly complicated having regard to the recent findings of the Board of Conciliation rejecting the N.U.R. wage claim for a flat rate of 10s. a week as being unjustified at the present time.

The Conciliation Board referred the parallel claim from the N.U.R. in respect of railway shopmen back to the Railway Shopmen's National Council to be dealt with under its constitutional procedure and without any undue delay. This necessitates a joint submission by the N.U.R. and the Confederation of Shipbuilding & Engineering Unions to the Railway Shopmen's National Council of which Mr. Figgins, General Secretary, N.U.R., and Mr. Gavin Martin, General Secretary of the Confederation, are joint secretaries of the employees' side. So far, there has been no joint approach from these two bodies to the Railway Executive in the matter.

At a meeting in London on October 17 of the employees' side of the Railway Shopmen's National Council it was decided to ask the Railway Executive for a wage increase for railway shopmen. No definite amount has been mentioned in connection with the claim, but it is understood that the application will be for an immediate and substantial increase.

There are approximately 130,000 shopmen employed by the Railway Executive, 90,000 of whom are members of the N.U.R., and the remaining 40,000 are members of unions affiliated to the Con-

federation of Shipbuilding & Engineering Unions.

It is understood that the decision to ask for a substantial increase is a compromise in an attempt to bridge the difficulty arising from the N.U.R. claim for 10s. a week and the Confederation claim for £1 a week for all its members.

A suggestion at the meeting on October 17 that the shopmen should confine their claim to the lower-paid grades was not carried, and the employees' side of the council also rejected a proposal that the claim should be deferred because of the economic crisis.

Questions in Parliament

Catering on Cross-Channel Steamers

Sir David Robertson (Streatham—C.) on September 27 asked the Minister of Transport why he had made the Hotels Executive responsible for all catering on British Railways but not responsible for catering on cross-Channel steamers which were owned by British Railways.

Mr. Alfred Barnes (Minister of Transport), in a written answer, stated: "It is considered that, for reasons of convenience and sound administration, the Railway Executive should be responsible for all matters concerning the running of ships owned by British Railways, including the catering arrangements, rather than that responsibility should be divided between the two Executives."

Discharge of Railway Ticket Collectors

The Earl of Airlie, in the House of Lords on September 27, asked His Majesty's Government whether, in view of the heavy losses in receipts which were being sustained by the railways under nationalisation, it would state what was the policy of the Minister of Transport in regard to the so-called economies whereby a large proportion of the ticket collectors in Scotland were being discharged from their duties as such, and thereby enormous losses were being sustained by British Railways due to the public travelling without tickets.

Lord Shepherd stated in a written answer: "This is a matter for the British Transport Commission."

ROAD HAULAGE EXECUTIVE, EASTERN DIVISION.—On and after October 22, the address of the Road Haulage Executive, Eastern Division, offices previously situated at 9, Queen Street, Norwich, will be 18/20, Thorpe Road, Norwich; telephone number, Norwich 25274/8.

HOLMAN BROTHERS STAFF CONFERENCE.—From October 3 to 8 a sales and technical conference was held at Camborne by Holman Bros. Limited. This conference was attended by 19 representatives of overseas subsidiaries, branches, and agencies from Australia, Canada, South Africa, West and East Africa, New Zealand, South America, Holland, Norway, Sweden, Italy, India, Pakistan, Malaya, and Spain, while 13 representatives of home branches were also present. The agenda covered a wide range of subjects, and in addition to the daily conferences at head office, evening discussions also were arranged at which members of the Holman organisation read papers. Copies of the reports submitted by the delegates will be forwarded to members of the Holman organisation in this country and overseas. Another conference will be held in 1951 to coincide with the 150th anniversary of the firm.

Notes and News

Senior Traction Engineer Required.—A senior traction engineer for technical sales on traction contracts is required by a firm of electrical manufacturers in the south of England. See Official Notices on page 491.

Leading Draughtsmen Required.—Leading draughtsmen for design of reinforced concrete bridges and structures are required by British Railways (Western Region) for its London office. See Official Notices on page 491.

Vacancies in London Office of British Railways (Western Region).—Vacancies exist in the London office of British Railways (Western Region) for structural draughtsmen for preparation of designs and detail drawings of bridges, and steelwork surveyors for examination and estimation of existing bridges. See Official Notices on page 491.

British Railways International Ambulance Competition.—At the first British Railways International Ambulance Competition, which was held in Glasgow on September 29, five teams—one of them ladies—from England and Scotland competed. The English teams were Swindon Ladies (Western Region); Camden (London Midland Region); Horsham (Southern Region); Exmouth (Southern Region); and Bristol D.S.O. (Western Region). Scotland was represented by Glasgow Ladies; Eglinton Street, Glasgow; Dunfermline; Perth; and Bridgeton (Glasgow). The competition comprised three test sections, oral, individual, and team, and spectators were allowed to witness the latter two. The judges were Dr. J. Rodger Sutherland, Glasgow; Dr. W. Duncan, Liverpool; and Dr. A. T. B. Dickson, Edinburgh. Glasgow Ladies and Eglinton Street (Glasgow) won first place in the tests. Mr. T. F. Cameron, Chief Regional Officer, Scottish Region, presided, and the prizes were presented by Mrs. H. Adams Clarke, wife of the Chief Officer (Staff & Establishment) Railway Executive. Also taking part were Mr. T. H. Moffat, Deputy Chief Regional Officer, Scottish Region, who is Presi-

dent of the Council of the St. Andrew's Ambulance Association; Mr. H. Adams Clarke, Mr. H. H. Cavendish Fuller, Chief Medical Officer, Railway Executive; Mr. R. Marshall, General Secretary of the St. Andrew's Ambulance Association; Mr. G. E. Craft, of the St. John Ambulance Association, London, and officials of the various Regions.

Architect Required.—An architect is required by Coras Iompair Eireann. Appointment will be on six months' probation, followed, if satisfactory, by appointment to the permanent staff. See Official Notices on page 491.

Assistant Mechanical Officers Required.—Applications are invited by the Rhodesia Railways for assistant mechanical officers for the mechanical department for duties in workshops or on the running side in charge of locomotive, carriage and wagon maintenance. See Official Notices on page 491.

Swedish Advertisers' Association Silver Jubilee.—The Swedish Advertisers' Association is celebrating its 25th anniversary at a conference in Stockholm commencing on November 16 next. All the Scandinavian countries will be represented at the conference, which will be opened by the Swedish Prime Minister. The only non-Scandinavian guest will be Mr. J. H. Brebner, Chief Public Relations & Publicity Officer of the British Transport Commission, who will be the principal speaker and will address the conference on Advertising and Public Relations.

Thackley Tunnel (L.M.R.) Track Repair.—An unusual track repair job began on October 17, in the 104 years old Thackley Tunnel between Leeds and Bradford on the L.M.R., where 7,300 tons of earth will be dug up and removed and a new drain installed, and 5,100 tons of new ballast and 3,000 yd. of up and down fast lines relaid. The work is necessary because the tunnel has become waterlogged. During the work, which will take two weeks, express train services will be maintained through the adjacent slow tunnel. Two temporary crossover roads between the up and

down fast will facilitate movement of trains taking away the spoil and bringing in new materials. A temporary siding 200 yd. long is being built adjacent to the up fast line for stabling rolling stock required in connection with the work. Shift working round the clock is programmed and the men, assisted by four mechanical excavators and a bulldozer, will first excavate the spoil to a depth of 2 ft. 6 in. below rail level and load it into 480 wagons which will run a shuttle service between the tunnel and the tip. Fowler diesel shunting locomotives will be used to prevent smoke nuisance. When the digging has been completed and the new drain laid, 17 special trains will bring clean ballast from quarries as far away as Penmaenmawr and Shap.

Institute of Transport Examinations.—Entry forms for the examinations of the Institute of Transport to be held on May 1, 2, and 3, 1950, will be available on application to the Secretary of the Institute from January 1, 1950. The completed forms must be returned to the Institute by March 1, after which date none can be accepted. Copies of previous question papers may be obtained from the Institute. Those available are:—Associate Membership, 1944-46; Associate Membership and Graduateship, 1947, 1948, and 1949; price 1s. a set.

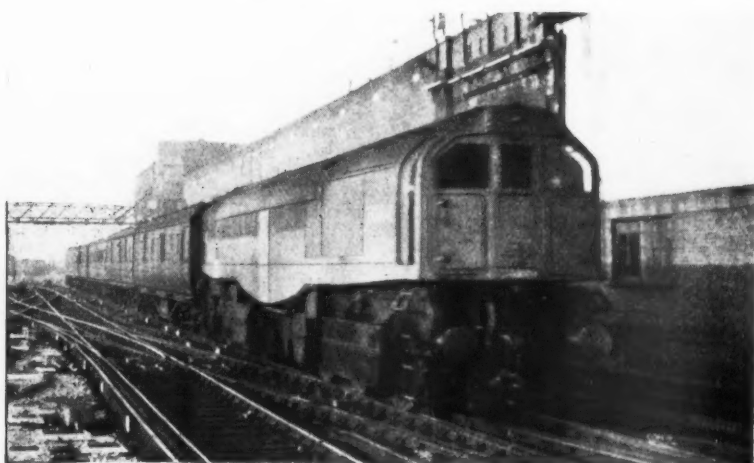
London Transport Musical & Dramatic Society.—Between October 12 and 15, London Transport Musical & Dramatic Society presented "A Waltz Dream," at the Scala Theatre, London. The show is from a book by Felix Dorman and Leopold Jacobson, adapted by Basil Hood, with music by Oscar Straus. Under the production and stage direction of Mr. Cyril Corker, the show was notable for a number of excellent individual performances, well supported by a capable chorus and dancing team. The musical direction was by Mr. Horace Warton.

Irish Railway Record Society.—At the third annual general meeting of the Irish Railway Record Society, on September 29, it was stated that the total number of members had now reached 251, as against 195 twelve months ago. Due to the success of the display of railway films last December, and the photographic exhibition in May, it is hoped to repeat them during the coming season. The following were proposed and seconded to serve on the committee for the ensuing two years: Messrs. N. G. Aston, S. J. Carse, W. H. P. England, R. L. D. Maunsell.

Management Calendar.—The British Institute of Management, of 17, Hill Street, London, W.1, has published the fourth edition of its Management Calendar, which includes events sponsored by nearly 50 different organisations from October, 1949, to May 31, 1950. This publication is a consolidated list of events of special interest to management; in addition, the British Institute of Management is prepared to give information to enquirers concerning vacant dates for conferences and meetings. The Calendar is available in a pocket edition for easy reference.

Carlisle & District Transport Club.—After a wartime period of inactivity, the Carlisle & District Transport Club has been resuscitated and the forthcoming winter session opens today, October 21, with a paper on "Current Aspects of Air Transport," by Mr. F. N. Hillier, Public Relations Controller, British South Ameri-

"Leader" Locomotive on Trial



Southern Region "Leader" class twelve-wheel tank locomotive approaching Brighton after a trial run to Crowborough on a five-coach train

(Photo)

[H. M. Madgwick]

OFFICIAL NOTICES

Rhodesia Railways

APPLICATIONS are invited for Assistant Mechanical Officers for the Mechanical Department for duties in workshops or on the running side in charge of locomotive, carriage and wagon maintenance. Applicants must have served a recognised pupillage or apprenticeship on a Railway and subsequently had drawing office, workshop, progress planning or running maintenance experience in a supervisory capacity. The minimum qualification is the standard required for admission by examination as Associate Member of the Institution of Mechanical Engineers or accepted equivalent. Age about 28 to 35 years. Salary scale £640, rising by annual increments of £30 to £1,000 per annum, plus variable cost-of-living allowance now applicable at 22 per cent. on basic salary. The commencing salary may be higher than the minimum, dependent on age, qualifications and experience. Applications, together with full particulars of training, subsequent experience, education and technical qualifications, etc., to be forwarded to the CHIEF MECHANICAL ENGINEER, RHODESIA RAILWAYS, P.O. Box 703, Bulawayo, S. Rhodesia.

WE REQUIRE a Second Hand Locomotive Boiler in Insurable Condition for 150 lbs. per square inch. Maximum sizes 8' 7½" long, 2' 7" diam. o.d. Barrel. Firebox 2' 6" x 3' 4" wide o.d. Particulars to Chief Engineer and General Manager, NORTH WESTERN GAS BOARD, Southport Undertaking, 91, Eastbank Street, Southport.

BRITISH WORK ON PERSIAN RAILWAYS. The achievements and difficulties of the R.E. during the 15 months in which they laid the foundation for effective aid to Russia. Reprinted from *The Railway Gazette*, February 2 and 16, 1945. Price 1s. Post free 1s. 2d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

ARCHITECT REQUIRED.—Architect required for appointment to permanent staff of Coras Iompair Eireann. Essential qualifications include: (a) Degree in Architecture or M.R.I.A.I. or A.R.I.B.A. or F.R.I.B.A. (b) Not less than three years' post-graduate experience of a mixed character, principally industrial. Appointment will be on six months' probation, followed, if satisfactory, by appointment to the permanent staff, involving membership of the Company's Superannuation Scheme, if eligible. Salary scale: £750-£30-£1,050. The point at which the applicant will enter the scale will depend on his qualifications and experience. Application should be made to the Chief Engineer, C.I.E., Westland Row, in writing, giving full particulars of qualifications and experience, and copies of testimonials and references, and stating when applicant will be free to take up the position, if appointed.—CORAS IOMPAIR EIREANN.

BRITISH RAILWAYS (Western Region) require for London Office:—Leading Draughtsmen for design of reinforced concrete bridges and structures. Salary up to £630, according to age and experience. Permanency and good prospects of advancement for right men. Applications with age and details of previous experience to Chief Engineer, Paddington Station.

THE RAILWAY HANDBOOK provides the railway student with a collection of useful statistics and information relating to the railways of Great Britain and Ireland. In addition, in matters of international interest, such as speed and electrification progress, the book extends its scope to cover the whole world in order to present a complete picture of these increasingly-important developments. 120 pp. Dy. 8vo. Paper covers. Price 5s. By post 5s. 3d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

ELECTRICAL Manufacturers in South of England require Senior Traction Engineer for Technical Sales on Traction Contracts.—Box 495, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

VACANCIES exist in London Office of British Railways (Western Region) for the following:—(a) Structural Draughtsmen for preparation of designs and detail drawings of bridges, and (b) Steelwork Surveyors for examination and estimation of existing bridges. Previous experience desirable. Good prospects of permanency for right men. Salary up to £575 according to age and experience. Application stating age and details of technical education and experience to Chief Engineer, Paddington Station.

CHIEF ESTIMATOR required, fully experienced in Rolling Stock Construction; permanent post for suitable applicant. Superannuation scheme operating. Apply in writing stating age, experience and salary required to CRAVENS RAILWAY CARRIAGE & WAGON CO. LTD., Darnall, Sheffield, 9.

THE "PAGET" LOCOMOTIVE. Hitherto unpublished details of Sir Cecil Paget's heroic experiments. Eight single-acting cylinders with rotary valves. An application of the principles of the Williams central-valve engine to the steam locomotive. By James Clayton, M.B.E., M.I.Mech.E. Reprinted from *The Railway Gazette*, November 2, 1945. Price 2s. Post free 2s. 3d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

can Airways Corporation. The programme will include: "The Canada of Today," by Mr. F. J. Gemmell Smith, Public Relations Representative, Canadian National Railways, on November 18; "Enterprise and British Railways," by Mr. David Blee, Member, Railway Executive, on March 17. Meetings will be held monthly in the County Hotel, Carlisle, at 7.30 p.m.

Lewis Berger & Sons Ltd., South Eastern Area.—As from October 17, the address of Lewis Berger & Sons Ltd. South Eastern Area Office will be: 35, Berkeley Square, London, W.1; telephone number Mayfair 9171 (20 lines).

Institution of Civil Engineers.—Mr. V. A. M. Robertson, Chief Civil Engineer, British Railways, Southern Region, will read his Presidential address to the Institution of Civil Engineers, Great George Street, Westminster, on November 1, at 5.30 p.m.

Railway Students' Association.—Mr. John Benstead, Deputy Chairman, British Transport Commission, gave his Presidential address, entitled "The Task Ahead," to the Railway Students' Association, London School of Economics & Political Science, on October 19. A reception by the President preceded the meeting, at which Sir Cyril Hurcomb, Chairman of the British Transport Commission, and the retiring President of the Association, was in the Chair.

Inverness and Kyle of Lochalsh Restaurant Cars.—The restaurant car provided on British Railways, Scottish Region, 10.30 a.m. train from Inverness to Kyle of Lochalsh as far as Achnasheen, and from Achnasheen to Inverness on the 10.45 a.m. train from Kyle of Lochalsh, which was introduced in July, last, and continued until October 15, is now being retained in service for the whole period of the winter timetable.

Institute of Transport, Merseyside Section.—Mr. D. R. Lamb, President of the Institute of Transport for 1948-49, opened the inaugural meeting of the recently-constituted Institute of Transport, Mer-

seyside Section, at the Chamber of Commerce, Liverpool, on October 6. The inauguration was followed by a paper on "Sea v. Air Transport," by Major R. H. Thornton, Director, Alfred Holt & Co. Ltd., Member of the Mersey Docks & Harbour Board. The chair was taken by Mr. D. S. Inman, the first chairman of the Section.

Manchester-Glasgow Sleeper.—In response to public demand, the 1.10 a.m. train from Manchester (Exchange) to Glasgow (Central) is now set in position at Manchester (Exchange) Station at 11 p.m., so that sleeping-car passengers can occupy their accommodation at 11.15 p.m.

Thornycroft Tractors for British Railways.—Transport Equipment (Thornycroft) Limited are now completing an order from British Railways, Western Region, for 200 "Nippy" 8-ft. wheelbase petrol-engine tractor chassis, fitted with Scammell 6/8-ton automatic coupling gear and special-type cab, having a sliding door on the driver's side. All these tractors are coupled to Scammell semi-trailers with a variety of bodywork. The ex-

ample illustrated has a body built by James Whitson & Sons Ltd., Sipson, West Drayton, with a front fixed half tilt van and rear detachable hoop sticks and sheet.

London Committee of Leopoldina Stockholders.—A London Committee of ordinary stockholders of the Leopoldina Railway Company has been formed. The committee announced on October 3 that holders of almost £1,000,000 of ordinary stock had "affirmed their determination to veto any scheme of distribution which does not provide for the return to them of 25 per cent. of the nominal value of their holdings." Last June the company announced an agreement for the sale of the railway to the Brazilian Government for £10,000,000, plus the value of stores which the Brazilian Government might wish to purchase. Certain liquid assets were to be retained by the company. A scheme of arrangement for distributing the purchase money is still awaited.

Liverpool Overhead Traffic.—After a series of declines in weekly traffic during September, the Liverpool Overhead Railway aggregate receipts were down by



Thornycroft tractor supplied to British Railways (see paragraph above)

£2,153, at £104,602, on September 25. Traffic for the week ended September 11 showed the largest decrease, with receipts at £2,506, compared with £2,911, last year.

Australian Officials Study South African Railway Electrification.—An agency report from Johannesburg states that a mission of senior Victorian Government Railways officials is studying the main-line electrified system of South Africa. Members have already talked with Mr. Sauer, South African Minister of Transport, Mr. Marshall Clark, General Manager, South African Railways, and other senior railway officials. They will remain in the Union until December.

Forthcoming Meetings

October 21 (Fri.).—Institution of Mechanical Engineers, Storey's Gate, London, S.W.1, at 5.30 p.m. Presidential address on "Engineering Steels under Combined Cyclic and Static Stresses," by Mr. H. J. Gough.

October 21 (Fri.).—Institute of Transport, Tees-Side Section, at the Cleveland Scientific & Technical Institution, Middlesbrough, at 6 p.m. "Transport and the Steel Industry," by Mr. D. Blee, Member, Railway Executive.

October 24 (Mon.).—British Railways, Southern Region, Lecture & Debating Society, at the Chapter House, St. Thomas' Street, London Bridge, at 5.45 p.m. "A Visit to Australia and its Railways," by Mr. John Elliot, Chief Regional Officer, Southern Region.

October 25 (Tue.).—Institute of Welding, at the Institution of Structural Engineers, 11, Upper Belgrave Street, London, S.W.1, at 6.30 p.m. Presidential address by Mr. O. V. Bulleid.

October 25 (Tue.).—Institute of Welding Autumn Meeting.

October 26 (Wed.).—Permanent Way Institution, London Section, at Denison House, 296, Vauxhall Bridge Road, S.W.1, at 6.30 p.m. "Harrow-on-the-Hill (Metropolitan Line) Reconstruction—Alteration to Tracks," by Mr. R. J. McLeod.

October 27 (Thu.).—Institution of Railway Signal Engineers, at Hunts Bank, Manchester, at 6.45 p.m. "Layout of Signals," by Mr. W. H. Challis.

October 28 (Fri.).—Institution of Mechanical Engineers, Storey's Gate, London, S.W.1, at 5.30 p.m. Discussion on the Lancashire Boiler, Papers: "The Thermal Efficiency of a Hand-Fired Natural-Draught Lancashire Boiler," by Messrs. T. F. Hurley and W. J. Sparkes; "The Influence of Certain Factors on the Performance of a Lancashire Boiler," by Messrs. E. G. Ritchie and N. Y. Kirov.

October 28 (Fri.).—Society of Engineers, 17, Victoria Street, London, S.W.1, at 6.30 p.m. Address by President, Mr. E. S. Waddington.

October 28 (Fri.).—Institution of Railway Signal Engineers, in London Transport Executive Signal School, Earls Court Station, at 6.15 p.m. "Signalling Relays," by Mr. J. F. Tyler.

October 28 (Fri.).—Engineers' Guild, at Milton Hall, Deansgate, Manchester, at 7 p.m. Discussion: "The Engineers' Guild as an Association of Professional Engineers" and inauguration of North Western Branch in Manchester.

Railway Stock Market

Both industrial shares and British Funds have moved lower in markets which reflected selling in front of the Government statement on its latest crisis measures necessitated by devaluation of the £ and the increased danger of inflation. Until the significance of these new measures can be assessed it is difficult to take a view as to the investment outlook. It is, therefore, not surprising that business is still centred mainly on Kaffirs and other shares of companies registered in the Dominions and not subject to the danger of increased taxation. The continued fall in British Funds is attributed mainly to the fact that buyers are following a waiting policy, with the result that there has been a falling off in demand, and as a result relatively moderate selling has dominated the trend in prices. Gas stock 3 per cent, touched the new low level of 88½, while 3 per cent. Transport (1978/88) has changed hands down to 90 at the time of writing, and 3½ per cent War loan down to 93½, or only ½ above the low level recorded in the difficult war year of 1941. The fall in gilt-edged has been so sharp, indeed, that it has been one of the factors influencing the down-trend in leading industrial shares.

Foreign rails attracted rather more business and the chief feature was a rally in the Brazilian section on the view that latest developments in Brazil mean that there is no question of a claim to revise the take-over terms already negotiated with Leopoldina and the Great Western of Brazil. Later, however, there was a further reaction on continued fears that the agreements may not be finally ratified by Brazil until next year. Leopoldina ordinary fluctuated moderately around 9, and the preference stock around 27, while the 4 per cent. debentures were 87½, and the 6½ per cent. debentures, after a further heavy fall, rallied to 126. Leopoldina Terminal 6 per cent. debentures have changed hands around par and the ordinary units were 2s. 9d. The market hopes that the Leopoldina directors will be able to issue during the next few weeks their proposals for the "share-out" between the various classes of stockholders. Great Western of Brazil, after being down to 130s., rallied to 133s. 9d., but selling of San Paulo 10s. units brought the price down further to 14s.

Elsewhere, Brazil Railway gold bonds changed hands around 42½. International of Central America 5 per cent. first 60-year bonds have marked 164. La Guaira Caracas were dealt in around 18½. Nitrate Rails shares marked 72s. 6d. and 73s. 6d., and Taltal Railway 15s. 6d.

United of Havana stocks remained firm awaiting the official statement on the outcome of the negotiations. The 1906 debentures, however, were slightly lower on balance at 27½. In other directions, Antofagasta firmed up to 7½, with the preference stock at 41. Central Uruguay ordinary stock remained at 11½, but elsewhere, Manila "A" debentures came back to 86 and the preference shares were 7s. 3d. Mexican Railway 6 per cent. debentures were 42½, but Northern Railway of Mexico 4½ per cent. bonds eased to 17½. Canadian Pacific, at 25½, turned easier after an earlier advance; the preference stock was 64 and the debentures 97½.

Despite the growing belief that there will be no further take-over moves by British Transport until the General Election, road transport and bus shares lost a little ground, sentiment being affected mainly by the increased costs that will result from the expected rise in the price of petrol and oil. Southdown at 123s. 9d., however, were higher on balance, and West Riding 71s. 6d., but B.E.T. deferred stock continued to fluctuate, and at £1,450 showed a sharp fall on balance.

Iron and steel shares moved narrowly, but were mostly slightly below the levels of a week ago. Sentiment was affected to some extent by the moderate reduction in profits reported by United Steel Companies, although the dividend is again 8 per cent., and the shares, at 26s. 4½d., were little changed on balance. Stewarts and Lloyds eased to 53s. 6d., Thomas & Baldwins to 13s. 9d., Colvilles to 33s. 9d., and Firth Brown to 68s. 9d. Prices of shares scheduled for nationalisation are still substantially below their take-over valuations and reflect the prevailing market view that nationalisation may never be effected. Locomotive building and engineering shares moved narrowly and Gloucester Wagon held their recent rise to 52s. Beyer, Peacock were 20s., North British Locomotive 19s. 9d., and Vulcan Foundry 19s. 6d., while Wagon Repairs 5s. shares strengthened to 17s. 6d.

Traffic Table of Overseas and Foreign Railways

Railways	Miles open	Week ended	Traffics for week		Z	Week	Aggregate traffics to date		
			Total this year	Inc. or dec. compared with 1947/48			Total	Increase or decrease	
									1948/49
South & Central America	Antofagasta...	811	9.10.49	£ 5,900	—	£ 2,620	40	£ 2,643,040	+ £ 437,400
	Costa Rica ...	281	Aug., 1949	36,405	—	501	9	71,692	+ 5,844
	Dorada ...	70	July, 1949	29,403	—	4,063	30	200,008	+ 24,342
	G.W. of Brazil	1,083	21.5.49	19,200	—	10,600	20	755,800	+ 1,200
	Inter. Ctl. Amer.	794	Aug., 1949	\$1,023,467	—	\$26,568	35	\$8,601,268	+ \$568,351
	La Guaira ...	221	Sept., 1949	\$108,255	+	\$6,733	39	\$967,478	+ \$28,622
	Leopoldina ...	1,902	28.5.49	43,288	+	3,864	21	965,094	+ 155,382
	Nitrate ...	382	30.9.49	18,744	+	4,633	39	340,339	+ 108,416
	Paraguay Cent.	274	7.10.49	\$132,487	+	\$16,159	14	\$2,001,066	+ \$560,699
	Peru Corp. ...	1,059	Aug., 1949	246,670	—	74,521	9	473,214	+ 122,033
South America	Salvador ...	100	May, 1949	c94,000	—	c9,000	48	c1,884,000	+ c6,600
	Taltal ...	154	Sept., 1949	9,205	—	950	13	29,200	+ 5,440
	United of Havana	1,301	11.6.49	\$231,311	+	\$14,746	49	\$13,733,928	+ \$4,659,951
Canada	Canadian National...	23,473	Aug., 1949	10,655,750	—	545,750	35	80,200,500	+ 2,524,250
	Canadian Pacific ...	17,037	Aug., 1949	7,719,000	—	16,500	35	58,840,750	+ 3,443,750
Various	Barsi Light*	202	Aug., 1949	21,465	+	735	21	155,467	+ 20,730
	Belra ...	204	Feb., 1949	104,917	—	6,180	22	589,461	+ 9,141
	Egyptian Delta	607	20.8.49	18,145	—	784	20	255,747	+ 5,668
	Gold Coast ...	536	Aug., 1949	258,530	—	101,174	22	1,192,125	+ 173,678
	Mid. of W. Australia	277	Aug., 1949	28,838	+	168	9	49,700	+ 2,957
	Nigeria ...	1,900	July, 1949	489,380	—	15,057	16	1,771,747	+ 24,882
	South Africa ...	13,347	17.9.49	1,460,737	+	83,891	37	35,916,524	+ 3,703,836
	Victoria ...	4,744	May, 1949	1,513,772	+	65,626	48	—	—

* Receipts are calculated @ 1s. 6d. to the rupee